THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y) 354-360 Fourth Ave., New York

Vol. LXXVII, No. 3 New York, April 21, 1923 Whole Number 1722

TOPICS - OF - THE - DAY

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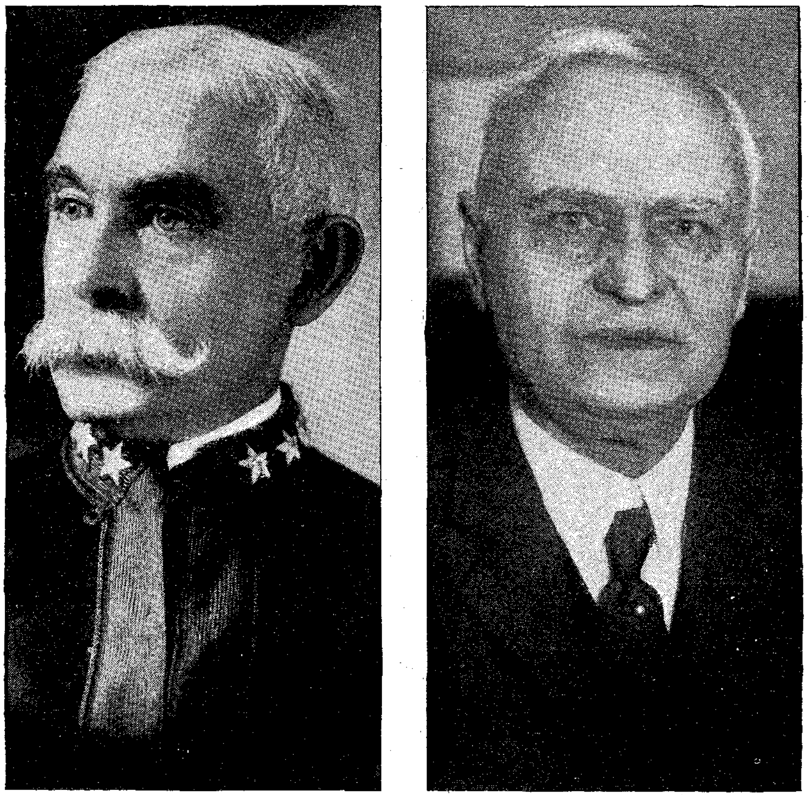
KEMAL'S PERILOUS GIFT OF OIL

AMERICA'S CLASH WITH GREAT BRITAIN AND FRANCE will come, not over the Ruhr, but over Turkey. This is the fear of many editors who note the British and French reactions to the Turkish Assembly's ratification of the Chester concession, by which the Ottoman-American Development Company is empowered to make what some call a "new Philippines" out of Anatolia. If the American Government backs the claims of the American concessionaires, Paris correspondents predict "on high French authority" that "a diplomatic incident of the first importance" may result; and they add that Premier Poincaré has asked Ambassador Jusserand to ascertain "whether the Washington Administration intends to support that part of the Chester concession which includes concessions granted to the French by the former Turkish Government." Rear-Admiral Colby M. Chester, the original negotiator for the American interests, to whom, as some sarcastic foreign editors declare, Mustafa Kemal Pasha has awarded "the American mandate in Turkey," will attend the second conference at Lausanne in order "to protect the rights of the American company"; and in view of the fact that Great Britain, France and Russia have been fighting ratification of the Chester concession for fifteen years, it is said that Admiral Chester expects an effort will be made at Lausanne "to reopen the entire question." A Washington correspondent of the New York *Herald* tells us that "the State Department, it is understood, stands ready to aid the American concern in combating the claims of Great Britain that its rights in Mesopotamia must be recognized under its mandate." This correspondent relates further that: "Secretary Hughes explained that the Americans have been in constant touch with the State Department during the negotiations and pointed out that the granting of the concession is in harmony with the open-door policy advocated by this Government."



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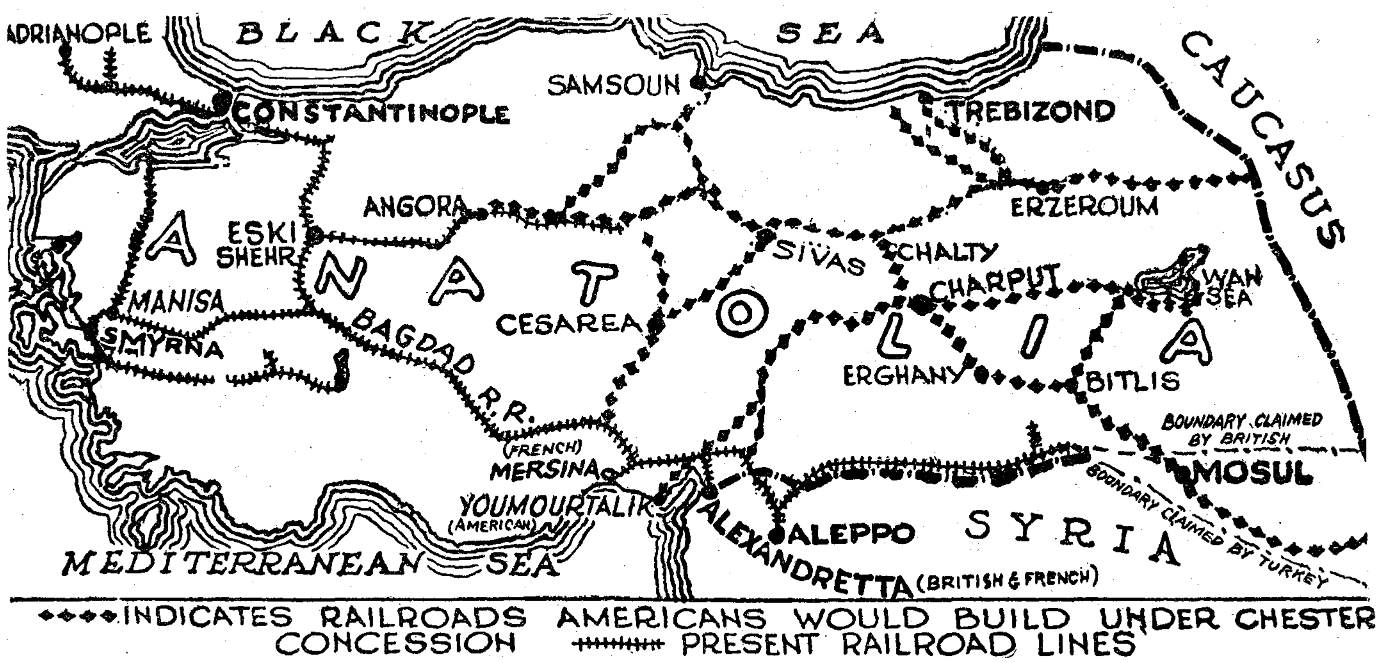
THE MAN WHO WON THE "CHESTER CONCESSION" AND THE MAN WHO WILL DEVELOP IT.

Rear-Admiral Colby Mitchel Chester, U. S. N., is the original negotiator of the billion-dollar concession in Turkey granted last week by the Angora Assembly to an American corporation. General George Washington Goethals (on the reader's right), builder of the Panama Canal, will be in charge of the development program.

Four hundred million American dollars will be spent to make the waste places of Turkey in Asia blossom as the rose, and her slums turn into garden cities "under the fairy wand of the Chester concession." Negotiations which have dragged over a period of nearly twenty years came to a climax last week when the Grand National Assembly at Angora, the seat of Government of the Turkish Nationalists, ratified the billion-dollar concession sought by the American interests. This grant empowers the Ottoman-American Development Company to carry out a program in Anatolia which includes besides the development of what is said to be one of the richest oil, copper and iron areas of the world the building of railways, canals, ports and cities, forestation, the installation of telephones, telegraphs and electric lighting, and the construction of hotels, health-stations, banks and observatories. One clause in the agreement, according to a Paris correspondent of the New York *Herald*, calls for "the erection in some open and appropriate spot indicated by the Nationalist Government of a perfect capital, with buildings surpassing any existing, notably mosques." From the same source we learn that the concessionaires also promise to "form a Turkish working class and imbue the population with a taste for sports and physical exercise." Moreover, they will "establish in the most humble villages the healthy homes necessary for the amelioration of the race and character."

This all sounds very inspiring, especially when we realize



WHERE AMERICAN DOLLARS "GO DEEP IN FOREIGN ENTANGLEMENTS."

One-half of the total area of Anatolia is affected by the Chester concession, whose program includes not only the development of all mineral resources of what is said to be one of the richest oil, copper and iron deposits in the world, but also the construction of cities, ports, railways and canals. All the railway lines are to be completed in ten years, and after thirty years Turkey may purchase them. The conflict between British and American interests is said to arise from the fact that if Britain retains the Mosul oil region in accordance with its boundary claim, the American concession in oil will lose fifty per cent. of its value.

that American capital has won this great opportunity in spite of the keenest kind of competition on the part of Great Britain and France. Yet the first reaction in the editorial columns of the American press is not one of unmixed jubilation. "Victories like this have their peril," declares the Louisville *Courier-Journal*, which explains the event by the Talmud's maxim: "He who has the money has the authority." For four hundred years, notes this Kentucky paper, England "had the money," and with it gained "the authority, as witness India, Egypt, China and South Africa." But during the World War "the premiership in bank-roll fatness was reluctantly yielded by England to America, and now, it seems, the earth's pickings are for the American concession hunter." "Our present Government refuses to enter any engagements that may save lives, nations and civilization, because it fears entangling alliances; but it forgets entanglements and dangers when money is to be made in oil," the Democratic Memphis *Commercial Appeal* remarks. "The Armenians were unfortunate that they did not live in an oil-field. Then we would have protected them to the last man."

In much the same vein is the comment of the Milwaukee *Journal*, a pro-League independent paper with Democratic leanings, which says the Angora Government "is playing off the United States against European Powers." We read:

> "This, be it understood, is not a governmental arrangement. It is a concession American interests have been working toward for twenty years. Why do we get it now? Because Turkey is now engaged in playing off the United States against European Powers. The bait chiefly is oil. The concession is granted by the Angora Government—a revolutionary government originally. And this means that we are up to our necks in European and Near Eastern affairs.
>
> "America has not been able to see her way clear to joining with other nations in wiping out the century-old crime of Armenian massacres. We must not be 'entangled' in Europe. But Americans see their way clear to building a railroad that will tap Mosul oil. If any one thinks this is not an entanglement, let him reflect that last fall when Smyrna was threatened, it did not take many hours to start a fleet of American destroyers to protect threatened oil docks."

Another independent paper, the Springfield *Republican*, also warns us that the confirmation of this Chester grant "will stir Europe" and "may add seriously to the difficulties of a Near Eastern settlement, for which a second Lausanne Conference is to be held." It continues:

> "To some extent the Chester concession conflicts with British claims, since it includes oil rights in Mosul, which as part of Mesopotamia has been taken over by Great Britain under a mandate. No doubt the British view is that this part of the concession has no force, since the territory to which it relates is not within the jurisdiction of the Turkish National Assembly. American rights in Mosul, however, have been otherwise protected through the insistence of our State Department on the open door in Mesopotamia.
>
> "The clash with French interests is more direct, since the Chester concession includes extensive rights in Anatolia, where the French appear to regard themselves as the heirs of the Germans and Russians, whose claims were disposed of by the war. The Turks, on the contrary, look on themselves as the heirs to what is left of Turkey and claim a free hand to bring in foreign capital on terms most advantageous to the country. So sharp a difference of opinion can hardly fail to add to the difficulty of negotiating a Treaty, and the case is further complicated by the fact that technically France and Great Britain are still at war with Turkey. The effects of this new development can not yet be measured and they may be far-reaching."

Similar misgivings are exprest by the Republican Manchester *Union*, in which we read:

> "We have felt that we had a good case in China, in the mandated territories in South America, in no small part because we asked no special favors. Our idea of the open door has been that it must be open to all others as well as to ourselves. When, therefore, we hear of a blanket concession in Anatolia, to an American concern, made conditionally a decade before the World War and ratified almost on the eve of the second Lausanne Conference by the Government at Angora, giving Americans exclusive rights of exploitation in lands the very ownership of which is under dispute, we can not but feel that our Government will throw itself open to some questions exceedingly difficult to answer if it unreservedly approves this project. 'What about your American doctrine of the open door?' is one question that will surely be asked. And we can think of no answer."

Turning to the independent Washington *Post*, whose editorial utterances on national issues are often regarded as semi-official, we find it characterizing the ratification of the Chester concession as a move to "draw the United States into the Near East political situation." We read further:

> "The political questions dividing Turkey and Europe must be settled by the parties concerned. The United States has kept out and public sentiment demands that it shall keep out. Certainly public sentiment will not approve of Governmental involvement in the Near East quarrel, and possible war, for the sake of supporting the Chester concession."

"Watch your step, Uncle Sam" is the friendly warning uttered by various journals who remember that for century after century it has been the policy of Turkey to foment quarrels among those Powers which, if united, would settle the Turkish question once and for all. Therefore, as *The Wall Street Journal* remarks, "our State Department will wisely act with the utmost circumspection in what is called the Chester concession," and this financial organ points out that the concession is "obviously valueless unless confirmed by the British, who hold the actual mandate for some of the territory involved, and by the French, who have interests which certainly will not be surrendered at the dictation of a private syndicate doing business with the smart and unscrupulous young Turk." But—

> "This is not to say that an American trading syndicate, willing to approach the real control of this territory, with a view to developing oil resources with American capital, should not have the backing of the American Government. But no such syndicate can pledge the backing of the American Government for the desperate and unscrupulous junta which makes its seat of government at Angora. An offensive and defensive alliance with what remains of Turkey, under the benevolent patronage of the red-handed Moscow Government, is not to the taste of sober-minded American citizens."

Another financial daily, the New York *Journal of Commerce*, would like to be assured whether the Turks have "a clear title to the property they so readily agree to turn over to American exploiters"? For, notes the Springfield *Union* (Rep.), the makings of a "rather accute international issue" lie in the fact that the American claims by the Chester concession "take a forty kilometer strip twelve hundred miles long through territory that Great Britain and France have sought to appropriate to their own economic uses," and—

> "Certain parts of the concession are outside of the territory in dispute between Turkey and Great Britain, and within territory mandated to France with the approval of the League of Nations."

But sheer skepticism shines through the remark of the Philadelphia *Evening Public Ledger* (Ind.) that the "Chester concession" "garbed in quotation marks, has for a quarter of a century been picking its way among the shell holes and pitfalls of Near East politics." At last it has been officially "unquoted," but this daily is suspicious of the status of the New Turkish Government, and observes:

> "The Angora Assembly, in a sense, is a lame-duck assembly. New elections will be held in the near future, and there is such a thing as politics, even in Turkey. It would be sad if the Chester concession should be compelled once again to go incognito in quotation marks."

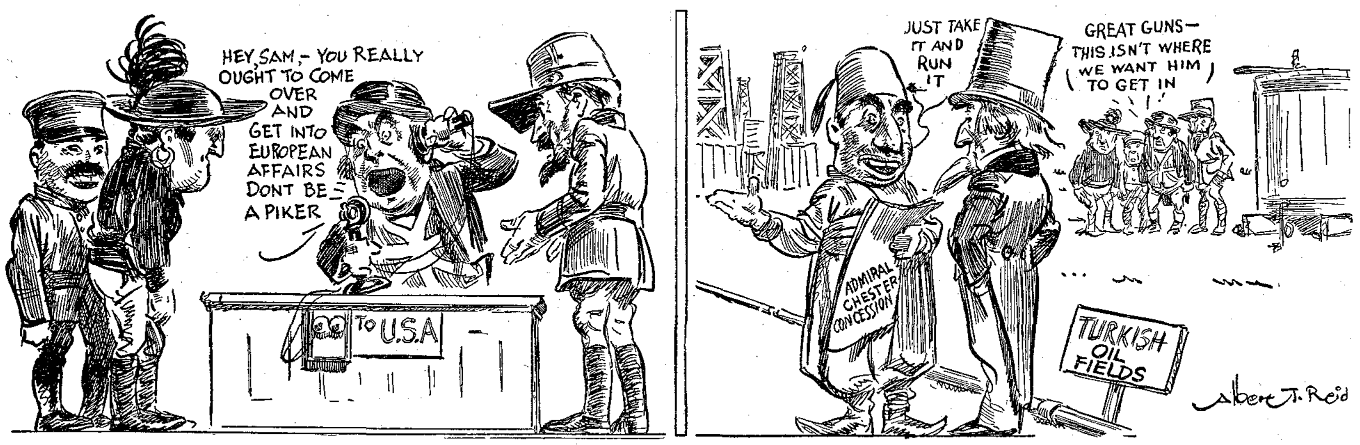
From the point of view "of pure business," says the New York *Times* (Ind. Dem.), the "Chester concession" is a good thing for American capital and for Turkey, but—

> "There has never been any such thing as pure business in the Near East. Things being as they are, some cherished illusions are likely to be cracked at Washington. Unless both the Turkish Government and the United States Government change their natures overnight, America is on the point of getting into the Near East up to its neck. . . .
>
> "Included in the Chester concession is the Mosul oil-field, at present disputed between Turkey and England. It doesn't take much imagination to suppose that the Turks reasoned that the Chester concession might incline the United States Government to take their side in this dispute. The State Department says this is not going to occur, however. Admiral Chester and General Goethals are certainly not the type of concessionaires that expect the Government to do their work for them; but if their valid title is infringed by force in Mosul or chicanery in Angora, we are likely to be in for an 'involvement.'"

The Chester concession, according to the Baltimore *American*, which is now owned by Mr. Hearst, has "a history as colorful as that of any great imperialist scheme." "If the syndicate supporting it really means business, it is aiming at nothing less than the carving out of a great American sphere of influence in Turkey."

On the other hand, the Newark *Evening News* (Ind.) points out that the New Turkey, "no longer characterized by the lethargy and procrastination of the old régime of the Sultans," is about to take a step which will link it up with the vigor and energy that have developed the American Continent, and it proceeds:

> "For both Turks and Americans it will be a business proposition. The Turks offer valuable land, mines and oil-wells as the price to be paid for the construction of the arteries along which her national life may be built up. For the Americans it will be the first great railroad construction venture outside the American continent.
>
> "It is not likely that American participation will monopolize the work in the economic reconstruction of Turkey. If it amounts only to a share commensurate with the importance of this country in the development of new Turkey, no one can present a justified complaint."


HEY, SAM,- YOU REALLY OUGHT TO COME OVER AND GET INTO EUROPEAN AFFAIRS DONT BE A PIKER
TO U.S.A
JUST TAKE IT AND RUN IT
GREAT GUNS— THIS ISN'T WHERE WE WANT HIM TO GET IN
ADMIRAL CHESTER CONCESSION
TURKISH OIL FIELDS
Albert T. Reid

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WHEN HE GETS IN, IT SEEMS TO BE IN THE WRONG PLACE.

—Reid for the Bell Syndicate.

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CLEARING THE TRACKS FOR THE PROSPERITY SPECIAL

With the "PROSPERITY SPECIAL" picking up speed and the railroad managers "trying to clear the line and set the signals" for it by putting up a cool billion this year for railroad equipment, the Philadelphia *Public Ledger* is moved to the hopeful exclamation—"may it run in sections, split no switches, find no soft track, and keep a sharp eye on the semaphores!" Not merely a result of present prosperity, but a guaranty of greater prosperity to come, and a challenge to the enemies of the railroads and the advocates of government ownership, are seen by the press in the announcement of the intention of the railroad executives to borrow—and spend —money without stint in order to make 1923 a banner year for railroading. The investment of so huge a sum of money, as another editor notes, is necessary to meet the expansion of American industry and commerce, as "from mines, fields and factories the production of the United States increases day by day and month by month." The fact that the railroad managers are willing to spend money on such a scale is convincing proof to *The Wall Street Journal* that "the business revival is an accomplished fact." And the mere expenditure of the railroad millions, say other writers, will in itself help to insure greater industrial activity. The total outlay for new railroad facilities authorized since January 1, 1922, is $1,540,000,000, of which more than a billion is to be spent in 1923. "Truly a staggering sum!" exclaims the Columbia (S. C.) *Record*—"it means $15.50 for every man woman and child in the United States; it represents one-sixteenth of the total cost of the World War to the United States; it is practically one-half of the sum spent each year to run the entire United States Government." The very turning loose of so much money "will give a very perceptible impetus to prosperity," continues the South Carolina paper; "thousands of workmen will find jobs in doing the things that the roads will finance out of this sum, and hundreds of factories will be kept busy in supplying the equipment they will order." And not the mere spending of money is in question, notes the Newark *News*, for "railroad performance for 1923, of an extent and quality surpassing anything the country has hitherto seen, is planned and pledged by the carriers." The Railway Executives Association and the American Railway Association have united in preparing a program in the carrying out of which they "confidently look forward to the successful movement of the largest volume of traffic in the history of the country, and pledge their best efforts to that end." The definite points in their program and their request for the assistance of the public are briefly stated elsewhere on this page. The statement of the railroad associations sent out from New York earlier this month points out that despite the effects of the coal miners' and shopmen's strikes, "the railroads have between July 1, 1922, and March 17, 1923, a period of thirty-seven weeks, handled the greatest volume of traffic ever transported during any corresponding period in the history of the country." To meet the growing demands of commerce the roads have decided to spend $1,540,000,000. Of this $440,000,000 was actually spent last year, leaving expenditures of $1,100,000,000 to be made this year, which, by the way, is exclusive of further extensions contemplated by the roads. It is interesting to note that a very large proportion of these expenditures is for cars, the money being divided approximately as follows:

WHAT THE RAILROADS WILL DO

The Railroad Program in Brief

Traffic is always at its peak in October. So to prevent car shortage at that time the railroads will have their own coal hauling and their own hauling for construction and maintenance finished by September 1.

They will see to it that shipment of coal and ore to and from the Lake ports and through the Great Lakes is done early in the season.

They will manage their repair program so as to have plenty of cars to move grain and food products, and so as to have only the normal percentage of cars and locomotives needing repairs in October.

They will try to have road and building construction done early so as to leave railroad equipment free to carry coal and crops in the fall.

There will be a campaign for maximum loading of cars, for unloading cars promptly, for increasing storage facilities, and providing adequate siding capacity.

There is an organization already working for the central control and distribution of freight cars, and every possible means will be adopted to prevent jams at railroad terminals and to increase the mileage traveled by each freight car per day to an average of 30 for the entire country.

	1922	*1923*
Cars	$200,000,000	$515,000,000
Locomotives	45,000,000	160,000,000
Trackage, etc.	195,000,000	425,000,000

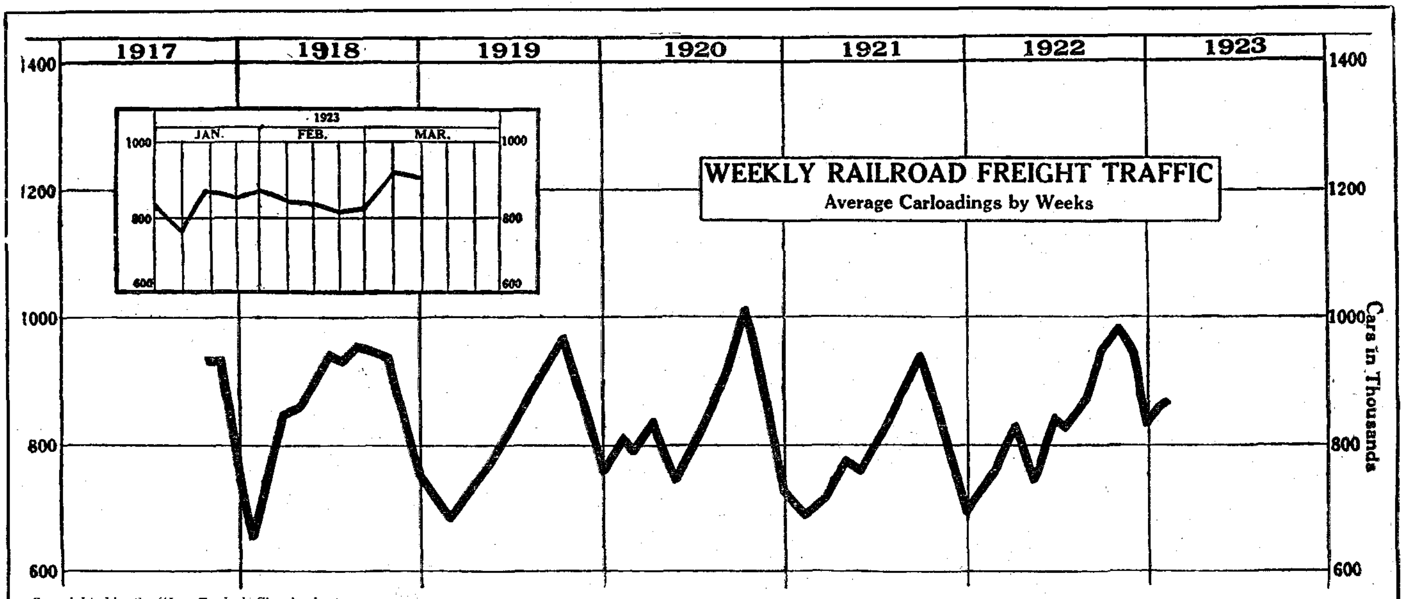
Thus the railroads are rallying to meet prosperity "and help shove it along," remarks the Philadelphia *Public Ledger*. This paper notes that by next October, when seasonal traffic is at its height, the roads will have 100,000 more cars and 4,200 more locomotives than are available at present. The traffic tide, we are told, is rising steadily, weekly loadings right now being better than 900,000, about what they normally are in late summer, and—

> "If car-loading records are not smashed week by week through the summer, the operating heads of 200 Class-1 railways are about to miss their guess.
>
> "Since 1920 the roads have been half hoping for and half dreading this time. It was bound to come, and when it did come, meant great expenditures."

But the railroads are doing more than running a "Prosperity Special" by establishing a new high standard of railroad service this year. They will, as the New York *Journal of Commerce* is far from alone in remarking, be taking the most effective course possible "to silence the harping critics of transportation management in this country." The note of challenge is not conspicuous in the carefully phrased statement of the railroad executives. They say they "are raising this enormous amount of additional capital, largely through borrowed money, on the abiding faith in the fairness of the American people and reliance on the continuance of the policy announced in the Transportation Act of 1920, as a measure of reasonable protection to investment in railroad property." But the editors find this challenge strongly implied. We are reminded by the Philadelphia *Record* that "the agricultural bloc is determined to force a reduction in freight rates and

WHAT THE PUBLIC CAN DO FOR THE RAILROADS

The public, say the railroad executives, can assist the railroads to give perfect service "by storing coal during the spring and summer months in anticipation of fall and winter requirements to as great an extent as possible. Every shipment which by foresight can be dispatched during April, May, June or July, will help to decrease any congestion in September, October or November. Every shipper who will load cars to capacity, and every consignee who will promptly unload cars will by so doing save the equivalent of many cars for the benefit of all shippers."



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SEVEN YEARS OF RAILROAD FREIGHT TRAFFIC.

The curve shows the weekly variations in the amount of freight handled by the railroads of the country since 1916 and through the first six weeks of 1923. The roads are preparing for traffic next fall which will equal or exceed the greatest in history.

there are already indications that the employees who can take the public by the throat and extort any concessions under pain of paralysis of business are going to demand higher wages." The railroad question will undoubtedly be reopened by the Sixty-eighth Congress when it meets, "but changes in the Transportation Act are not likely before 1924," thinks the Norfolk *Virginian-Pilot*. Meanwhile, it continues:

"The roads have a period of nine months during which the most auspicious conditions they have enjoyed in years should enable them to demonstrate what they can do for themselves without government aid, and what they can do for the public without government interference. If the roads show a disposition during the next nine months to give maximum service and to pass on to shippers the benefits of economies, if such occur, their position before the public will be very much strengthened. If they do not show such a disposition, they will probably face new regulation when Congress reassembles. The demands of shippers in general and of farmers in particular for low rates will be as insistent in December as ever. The grain belt will not soon forget the experience with high freight rates and car shortage in two disastrous years. It will speak through the most vocal and most powerful faction in Washington, demanding more regulation. The response to the demand will depend in large measure on how well the railroads manage their own affairs during the next nine months."

"In deciding to ignore the radicals and increase the efficiency of the railroads, the executives have taken a course worthy of commendation," in the Providence *Journal's* opinion. "It is a shrewd move," thinks the New York *Globe*, which continues:

"Efficiency under private management will do much to take the wind out of the sails of government ownership advocates. Satisfactory service, however, is just one element; rates are also a breeder of storms. The issue here is not easy. The farmers say that they were removed 500 miles from their markets by the last advance in freight tariffs. They have cried aloud that the railroads charge more than the traffic will bear.

"But if the railroads can show that the alternative to liberal treatment of them is governmental ownership and deficits made good by taxes, they will be in a strong position with the country. They have foreseen the issue and chosen their time with wisdom. It may well be that the present 'act of faith' in risking a billion dollars on the speculation that the public will be fair, or won't care to add to the tax bills, marks a turning point in the history of railroad transportation."

It is "a complete counter-attack upon their enemies" that the railroads of the United States have now started, writes Mr. William Hard in a special article in the Chicago *Daily News*. "They are going to spend all this spring and summer and fall racing against time in order to capture the confidence of the public before Congress meets, and before Senator Couzens and Senator Brookhart and the Plumb Plan League fall upon them to force them into public ownership. For—

"Our present prosperity is political death to the railroads unless they can competently handle the stupendous traffic which it will offer them.

"In the year 1920 there were five weeks during each of which the railroads loaded more than 1,000,000,000 tons of freight. In the year 1921 there were no such weeks. In the year 1922, there were two such weeks. In the year 1923, it is calculated that there will be thirteen of them. There will be thirteen weeks this year during each of which the railroads will have to put 1,000,000,000 tons of freight into freight cars.

"It is an unprecedented task. It comes at the very moment when the La Follette 'progressive bloc' will hold the balance of power in the next Congress and will be eager to demonstrate its strength.

"If then the railroads show themselves unable to carry away the goods which the farmers and other shippers will bring to them, the hour of supreme triumph for the La Follette bloc and the hour of supreme sorrow for the railroads will have arrived."

So the railroads have reversed their policy of the last twelve years, during which "they have held back and have blamed their lack of progress on hostile legislation." Mr. Hard tells us that besides the equipment program which has already been outlined, the railroads will presently let the public know that if they "are permitted to gain and to retain what they regard as reasonable compensation, they will be prepared to undertake new construction on a vast scale." For instance:

"The New York Central is planning a cut-off which will bridge the Hudson at a point south of Albany and considerably shorten the distance to Chicago.

"The Pennsylvania Railroad is planning the electrification of its whole route across the Alleghenys, from Altoona to Conemaugh.

"The Florida East Coast Railway is ready to bring railroad transportation into a whole new section of Florida.

"The Illinois Central is planning to build an elaborate cut-off on its route to New Orleans.

"The Atchison, Topeka and Santa Fé is preparing to add an enormous mileage of new track to its line between Chicago and the Pacific coast.

"Improved service and enlarged construction—such are the inducements which the new policy proposes to hold out to the public. The railroad executives have given up trying to stop public ownership simply by arguments. They are now going to try to stop it by service."

WOMAN'S RIGHT TO LOW WAGES

SHE ENJOYED RUNNING THAT ELEVATOR in the Congress Hall Hotel in Washington, D. C. The work was light, the hours were short, people were agreeable and respectful, and it was interesting to get so many glimpses of distinguished people coming in and out of the building. Thirty-five dollars a month, with two good meals a day, she thought quite enough pay and all the job was worth. It was also all the hotel thought it could afford to pay, so, when the new District of Columbia minimum wage law went into effect, this young woman of twenty-one was out of a job. She wanted to work, but could find nothing else anywhere nearly as good, so she brought suit to see whether she, an adult woman, who could vote in any State of the Union, didn't have a right under the Constitution to agree with any employer to work for any wage that suited her. Such is the story as told to the Courts of the District of Columbia, and finally to the Supreme Court of the United States, which has decided that this young woman—as well as all other women in the District—has a perfect right to work for as little as she pleases. This freedom the court grants to the emancipated, self-supporting, voting woman. And all the lawyers concerned in the case are said by the newspaper correspondents to agree that this majority opinion by implication throws into the discard minimum wage laws in fourteen States.

But there seems to be no great outburst of joy from representatives of women workers over this confirmation of woman's new freedom. "To find that the minimum wage law is unconstitutional is nothing short of a calamity to the women workers of this country," in the opinion of the Director of the Women's Bureau of the Labor Department. Miss Julia Lathrop, former head of the Children's Bureau of the Labor Department, and Mrs. Florence Kelley of the Consumers' League, are convinced that the time has come for the women of the country to get together and revise our national charter to fit it to the needs of the day. Maud Swartz, President of the National Women's Trade Union League, agrees, as quoted in the New York *Call*, that "there is nothing left for the women now but to go out for a constitutional amendment, making it possible in the interest of the health of the nation for States to regulate hours and wages for women." "Five justices, a bare majority of one," indignantly protests President Gompers of the American Federation of Labor, "have taken from the woman and girl wage-earners the protection that guaranteed them something approaching a fair wage and fair hours of work."

It is widely noted that the decision of April 9 invalidating the District of Columbia Woman's Minimum Wage Law reflected the opinions of only five Justices—Sutherland, McKenna, Van Devanter, McReynolds and Butler. Chief Justice Taft and Justices Holmes and Sanford dissented, while Justice Brandeis took no part owing to previous connection with minimum wage cases. Here Senator Borah finds another argument for his plan to end five-to-four decisions on constitutionality. He points out that "the Income Tax Law, the Ten-hour Law of New York, the Child Labor Law, and now this law, have all been held invalid by a five-to-four decision," and "these five-to-four decisions are forcing constant agitation for Constitutional amendments."

With these critics are also found papers of both liberal and radical view-points on economic matters. "Highly at variance with the spirit of modern America," is the Supreme Court decision in the opinion of the New York *Evening Mail*, which supported the Roosevelt Progressive movement of 1912. It declares that our laws limit the conditions under which women labor, not because women are "supposed less able to make contracts than men, but because the good of the race demands their protection." And the Socialist New York *Call* replies to the Court's argument that some workers may not be "capable of earning" a minimum wage by saying that the productive power of labor has been so increased by modern methods that any normal woman "is capable of rendering service that entitles her not only to a minimum wage, but a wage that would insure a comfortable existence." And if a business is not able to "sustain the burden" of paying a minimum wage, then—"instead of sacrificing the mothers of the race that business should be condemned as a pestilence."

The most thoroughgoing approval of the Supreme Court's stand that has come under our notice is contained in a New York *Journal of Commerce* editorial. This business man's newspaper likes "the implied denunciation of the idea that has of late grown so popular in certain quarters, of fixing wages according to the supposed needs of the workman with but little, if any, reference to the productiveness of the recipients of the funds." It thinks the theory back of our minimum wage laws is unjust and fallacious, especially since the organized wage-earners of to-day are "in a position to wring from industry the last farthing in wages that it can pay under existing conditions."

But the strongest and most cogent arguments about minimum wage laws are found in the majority and minority opinions rendered by the Supreme Court. Justice Sutherland wrote the majority opinion carefully, clearly and at great length. He first explains that the law in question gives a Board power to fix minimum wage standards and decide what wages "are inadequate to supply the necessary cost of living" to women workers in the District of Columbia, "to maintain them in good health, and to protect their morals." This law is held unconstitutional because it authorizes "an unconstitutional interference with the freedom of contract." It is admitted that the Supreme Court has previously given its approval to laws infringing upon the freedom of contract in cases involving charges by public utilities, contracts for public work, methods of wage payment, and hours of labor. But all these cases involved either the public interest, prevention of fraud, or the health of workers, while the minimum wage law is "simply and exclusively a price-fixing law confined to adult women who are legally as capable of contracting for themselves as men." The physical inequality of the sexes has been held to justify legal limitations on the working hours of women. But in view of the changes which have recently taken place "in the contractual, political, and civil status of women, culminating in the Nineteenth Amendment," the Court concludes that the inequalities other than physical have come "almost, if not quite, to the vanishing point." It therefore can not accept the doctrine that "women of mature age *sui juris* require, or may be subjected to, restrictions upon their liberty of contract which could not lawfully be imposed in the case of men." The Court sees no necessary connection between wages and morals; it points out that the law ignores the necessity that the service rendered shall bear some relation to the wages paid; it sees no difference between forcing an employer to pay a minimum wage and forcing a butcher to sell meat at a minimum price. Furthermore, if a law is constitutional that fixes a minimum wage, a law fixing a maximum wage would be constitutional.

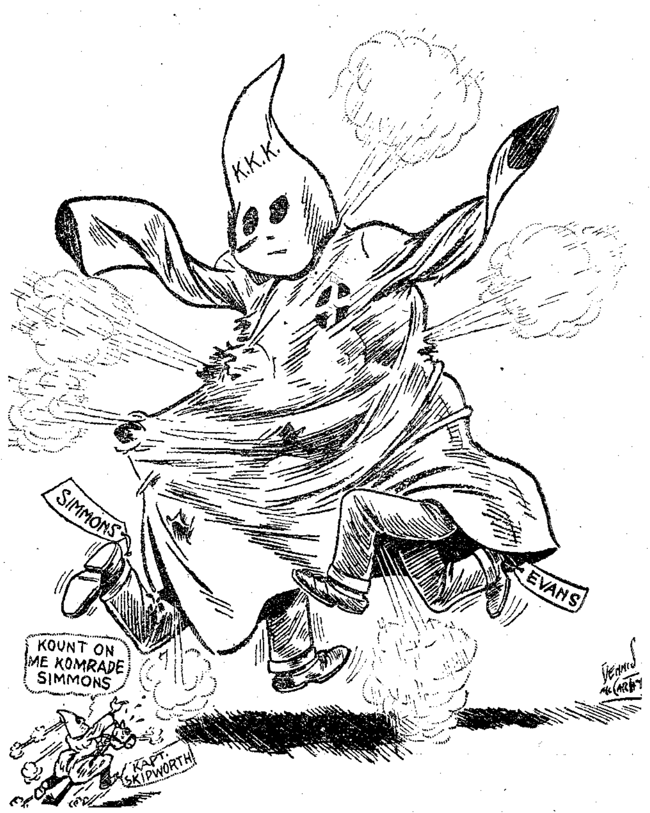
But Chief Justice Taft—with whom Justice Sanford is in agreement—differs with the Court majority and says that wage-earners are not usually considered to be "upon a full level of equality of choice with their employer." It is not for the Court, he thinks, to pass on the economic justifiability of the minimum wage idea. Nor can he see why a law limiting wages is not just as constitutional as a law limiting working hours.

Mr. Justice Holmes, also dissenting, thinks that Congress and the State Legislatures have a perfect right to legislate, whether wisely or not, "to remove conditions leading to ill-health, immorality and the deterioration of the race." And when it comes to infringing the right of contract, this veteran jurist observes that "pretty much all law consists in forbidding men to do some thing that they want to do, and contract is no more exempt from law than other acts." In short, he thinks that this minimum wage law, "in its character and operation is like hundreds of so-called police laws that have been upheld."

THE CLASH IN THE KLAN

WOMEN ARE TO BLAME, it is said, for the bitter fight in the Georgia courts for control of the Ku Klux Klan. The legal battle raged for a week, then simmered down when a judge of the Superior Court placed the administration of the Klan's affairs in the hands of a commission consisting of the Klan's founder, its present head, and a municipal court marshal of Atlanta. "Nevertheless, the short civil war in the official circles of the Klan will do more to end the career of this organization than all the criticism which has been leveled at it from the outside," believes the Asheville (N. C.) *Times*. Klansmen on both sides also declare that the controversy is the most serious that has ever threatened the existence of the order, according to an Atlanta dispatch to the New York *Tribune*. Heretofore, notes the Atlanta *Constitution*, "the heads of the Klan have met opposition with a solid front."

The Klan controversy, says this same Georgian paper, is the outgrowth of Colonel Simmons's recent announcement that the Kamelia, a woman's organization formed by him, would be allied with the Klan. The Imperial Wizard, H. W. Evans, thereupon issued an order forbidding Klansmen from participating in the new Klan for women. This edict—but we will let a Philadelphia *Public Ledger* editorial writer tell the story—

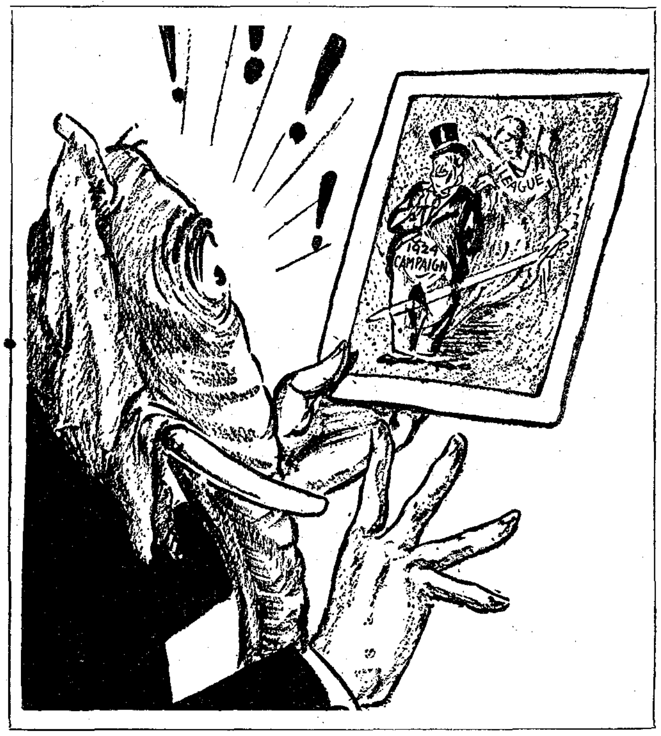


KURSES!
—McCarthy in the New Orleans *Times-Picayune*.

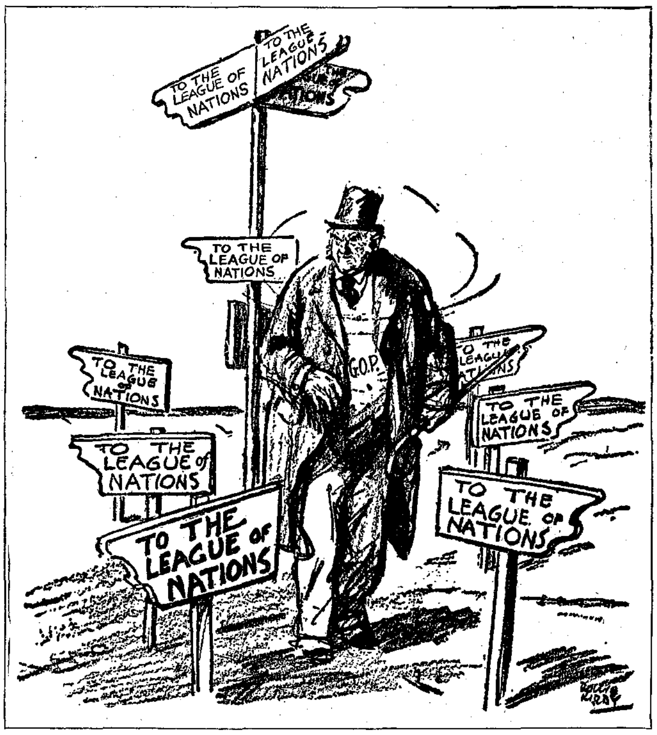
"THE ORDER OF THE DOUBLE CROSS"
was conferred upon Colonel William J. Simmons, founder of the Ku Klux Klan, last year, and he was "placed gently away on the shelf," say some flippant editorial writers. Recently, however, the Colonel "came back" to power for a day, and is now a member of a commission appointed by a judge of the Atlanta Superior Court to administer the Klan's affairs.

> "All is konfusion—indeed, one might almost say khaos—in the Grand Headquarters of the Ku Klux. Internal explosions are occurring daily, and no one knows what the end may be.
>
> "A year or so ago Wizard Simmons, sitting alone in his palace at Atlanta, asked himself whether wizarding were not, after all, rather rough work, and whether it wouldn't be nicer to be an Emperor with a throne 'n' everything. And Emperor of the Invisible Empire he became by his own proclamation. It was not long till Emperor Simmons had cause to wonder whether he hadn't elevated himself out of power. A new Imperial Wizard, one H. W. Evans, had been appointed. Emperor Simmons seems often to have thought fondly of the $3 per hood which he had garnered in earlier and happier days. He appears to have descended from his throne to make a few inquiries about it, only to be ignored by his chief magician. So he went to the lawyers. He started a suit, with sheriffs, affidavits, lawyers, seizures, injunctions and counter-injunctions all in a magnificent row. He ousted Evans for a day. Then he was ousted in turn. When he found himself being edged out of the order, he was suddenly illuminated within by a new inspiration. He would organize the Kluxettes! He would have a ladies' Klan, and sell hoods and furniture for their klaverns. These are times of equal rights, and if there is any fun to be had out of tar and feathers, why shouldn't women have their share?
>
> "When the emperor of the Ku Klux announced to the world that he was organizing the feminine Klan, the Kamelia, the new Imperial Wizard, Evans, ordered Klansmen everywhere within his jurisdiction to have nothing to do with the Kluxettes or their order. Evans charged Simmons with greed; Simmons charged Evans with greed. . . .
>
> "There are conferences and uproarious rows in all the klaverns of the Klux. Sentiment among the officials is divided. Some are for the Emperor and some are for the Imperial Wizard.
>
> "These people are not krazy. They are not even slightly kukoo.
>
> "Koin is koin."

"But it is not of the slightest interest to an overwhelming majority of the American people whether Emperor Simmons or Imperial Wizard Evans is the big cheese of the Ku Klux Klan," thinks the Norfolk *Ledger-Dispatch*. "What is of interest is that this legal proceeding is very apt to put the eternal kibosh on the whole mass of flummery and flubdub, half absurd and half vicious, known as the Ku Klux." Already, reports an Atlanta correspondent of the New York *World*, Klans in several States are disbanding as a result of the bitter fight for control. In fact, observes the La Grange (La.) *Reporter*, "if the fight keeps up between the leaders of the Klan, the Klansmen may be so busy mobbing one another that they won't have time to mob any more outsiders."



SPEAKING OF SPIRIT PHOTOGRAPHS.
—Page in the Louisville *Courier-Journal.*


TO THE LEAGUE OF NATIONS
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TO THE LEAGUE OF NATIONS
G.O.P.

WHICHEVER WAY HE TURNS.
—Kirby in the New York *World.*

DEMOCRATIC RAPS AT THE REPUBLICAN LEAGUE POSITION.

CECIL'S REVIVAL OF THE LEAGUE ISSUE

WHILE SENATOR HIRAM W. JOHNSON, Republican, of California, foremost opponent of the League of Nations, is in Europe "picking up anything he can find against the League and piling up arguments against our participation in the World Court for ammunition in the 1924 presidential campaign," according to the Paris correspondent of the New York *Times*, Lord Robert Cecil, foremost exponent of the League, is making a speaking tour of this country, pointing out the League's advantages and endeavoring to dispel some of the fog which even friends of the League have been unable to penetrate. For, we gather from Republican, Democratic, and independent editorial utterances throughout the country, Lord Robert already has brought the League—a modified world organization which the United States can enter on its own terms—to the fore as *the* political issue of the 1924 presidential race.

Readers will recall that on February 24 the President took the first steps looking toward the association of the United States with the World Court, a subsidiary of the League. Before that, we are reminded by Thomas H. Dickinson, in "The United States and The League" (Dutton), "*the* League of Nations was defeated by a Senate which was overwhelmingly in favor of *a* league of nations." Since April 2, when Lord Robert made his first address to the American people, there have been the following developments tending to show the rejuvenated interest which both political parties are evincing in the League: the beginning by Secretary of Commerce Hoover and Secretary of State Hughes of the fight for participation in the Permanent Court; an announcement by Senator Pepper, Republican, of Pennsylvania, and a former opponent of this country's entrance into the League, that "there is undoubtedly a wave of sentiment for the entrance of this country into the League after certain modifications have been made"; the declaration of former Supreme Court Justice Clarke, who is generally looked upon as Democratic presidential timber, that "the League will be an issue in the campaign next year because the women, the churches, the great newspapers, the farmers, the labor unions and the World War veterans will inject it as an issue, regardless of what the politicians may desire." Moreover, while Senators King of Utah and Hitchcock of Nebraska, both Democrats, maintain that the League will not be an issue in 1924, Franklin D. Roosevelt, vice-presidential candidate in 1920, declared after a recent chat with ex-President Wilson that "every one who thinks the United States should join the League believes it should be a revised League, for conditions have changed since the Treaty of Versailles was written." Mr. McAdoo, after a three-day visit at the Wilson home, also spoke of a modified Treaty and an altered League. That these two former aids of the President would not express such views in conflict with his own is accepted as beyond question by party leaders in Washington, reports Robert Barry, in the Philadelphia *Public Ledger*.

All this activity for and against the League, and the prediction that it will, or will not be the issue, is the indirect result, we are told, of Lord Robert Cecil's speeches in New York, Philadelphia, and other cities. According to this British statesman:

> "Against these ancient agencies which have failed to prevent war we have set up the League of Nations. What is the League? It is not a group; not an alliance. It is an agreement, an arrangement, an understanding, an atmosphere, permanent, not transitory; not exclusive, but open to all nations on equal terms. In two words, it is international cooperation.
>
> "The United States will be welcomed into the League of Nations with whatever reservations it may specify, provided these are in conformity with the general purposes of the League.
>
> "The League covenant preserves intact the sovereignty, the complete independence and freedom of action of all its members except upon one point, merely providing that they shall come and discuss in the open before the bar of public opinion any difficulties they may choose to bring there, and by so doing appeal to the enlightened conscience and judgment of mankind; that before going to war every effort shall be made by the disputants in any quarrel to settle their dispute without an appeal to arms.
>
> "A criticism one often hears voiced is that the League of Nations will compel its members to send soldiers to fight in foreign quarrels, whether they like it or not; that instead of diminishing, it will increase the number of wars and the likelihood of wars. That is totally untrue. There is no provision in the covenant

that can force a nation to send troops anywhere in the world without its own full consent and approval."

While Lord Robert is "threshing over a good deal of old straw," as the Republican Manchester *Union* puts it, and the arguments for and against the League are only slightly, if at all, different from those of 1920, when Lord Grey said substantially that we could enter the League on our own terms, the fact that Lord Robert has brought the League to the fore as a campaign issue is admitted by independent and Republican editors alike. Lord Robert also has converted Senator Pepper from an opponent of the League to an advocate, avers the independent New York *Evening Post*, which also observes a "change in our own conscience in favor of the organization." "He has seen the light, and his bold announcement is noteworthy evidence of the drift in public opinion," agrees the independent Democratic New York *Times*, while the neighboring *Tribune*, which is stanchly Republican, also praises the Pennsylvania Senator for "having the courage of his convictions, and uttering them frankly, as a statesman should, and as few politicians dare." "The League was made a personal issue by President Wilson," adds *The Tribune;* "it became a party issue in 1920, and there is danger that it will continue to be a party issue in 1924. Lord Robert has done something to lift its consideration to a higher plane, and Senator Pepper now adds the weight of his example." In the Senator's home city, Philadelphia, the stanchly Republican *Inquirer* also tells us that public sentiment is changing; that the people are beginning to realize that as a great nation we have duties to perform to humanity. "European affairs and our moral, financial, and commercial interest in them occupy a large share of newspaper space," points out the Democratic Brooklyn *Citizen*, "and it is axiomatic that what the newspapers print, the people discuss." And in Lord Robert, believes the independent Republican Tacoma *Ledger*, "we have a man who is an authority. The American people can afford to listen to him, whichever side they favor." As the independent Indianapolis *News* remarks:

> "The League has at least ceased to be a bogy. The people may not even yet be in favor of it, but they certainly are in favor of some combined effort to redeem the world from the curse of war, and are convinced that the policy of isolation will not do. The Washington Treaties were hailed with enthusiasm. The President's appeal for our entrance into the World Court was received with the utmost favor. We believe that the American people are not only prepared, but eager to do their part in making the world safer, happier and more civilized, and to do it in the only way it can be done—in conjunction with other nations."

In the opinion of the Democratic New York *World*, which has fought perhaps harder and more consistently for the League than any other large newspaper in the United States—

> "The League of Nations is a living, concrete question. It can not be suppress, it can not be banned from public discussion. The issue is before the country. It is not solely at the mercy of the politicians; it is in the hands of the people."

With Messrs. Harding, Hughes, Hoover, Cecil, Pepper, Clarke Cox, McAdoo, King, Hitchcock, Roosevelt (F. D.), and ex-President Wilson taking a renewed personal interest in the World Court and the League; with Senator Johnson to be heard from later, no one, of course, can predict the outcome. The Democratic Philadelphia *Record* feels sure, however, the Republicans are "beginning to recognize the blunder they made three years ago," and that "they are going to come out for the League, or else split." Charles Michelson, Washington correspondent of the New York *World*, believes the Harding-Hughes stand for the World Court "may mean the beginning of the biggest Republican row since Roosevelt broke with his party," and that "Senator Johnson will be forced to go into the primaries against President Harding." As the Washington correspondent of the Newark *News* summarizes the situation:

> "The situation to-day bears a striking resemblance to the early days of the League of Nations struggle. When the covenant was brought from Paris by President Wilson in 1919, it was received with general approval. A clear majority in and out of the Senate was favorable.
>
> "To-day the Harding recommendation for adhesion to the Court has been received with general approval. The voice of the opposition is relatively weak. But this opposition has become much stronger in recent weeks, and it threatens to split the Republican party unless the President recedes from his recommendation.
>
> "The efforts of the close friends around the President will be to find a compromise. Some of them already suggest the President should keep quiet and let Secretary Hughes do the shouting for the Court. But many of those who signed the famous letter of the thirty-one Republicans will not willingly consent to the presidential silence.
>
> "The manner in which President Harding handles this situation will probably be the severest test of his presidential career."

GARY'S BOOTLEGGING ADMINISTRATION

THE IMPORTANT THING about the Gary, Indiana, bootlegging conspiracy, in which fifty-five city officials and residents were convicted, "is the fact that the conspiracy included public officials sworn to enforce the law," declares the Indianapolis *News*. "No matter what the feeling of leniency may be toward dry law offenders," maintains the Pittsburgh *Post*, "there can be no sympathy toward the public official who is caught violating his oath by conniving with bootleggers to defeat the Prohibition laws." "The feeling that the Prohibition law is unwise," agrees the Indianapolis *Times*, "does not excuse the official; his oath binds him to uphold the law as he finds it, not as he thinks it should be."

In the opinion of many editors throughout the country, the wholesale convictions of Gary's officials and citizens will stiffen law enforcement in general. Among those convicted, we are told, are the Mayor of Gary, a city judge, a former sheriff, the present sheriff, the county prosecutor, a former prosecutor, a justice of the peace, several deputy sheriffs, two sergeants of police, and a number of policemen. More than a year of investigation by Prohibition agents preceded the trial, which lasted seventeen days. The Government charged that it had been the custom in Gary to sell contraband whisky seized from bootleggers, and to divide the proceeds among city and county officials. The defendants were also charged with conspiring to collect weekly payments from violators of the Prohibition law.

"The lack of public sentiment behind the dry laws must be blamed for Gary's liquor scandal," thinks the Peoria *Transcript*, which does not consider the wholesale convictions "significant of any wide-spread reform or better conditions through local enforcement of the dry act." As this damp paper sees it:

> "City and county officials, in communities where the sentiment is obviously wet, will always ignore the Federal laws and make but slight efforts to enforce them. While such officials may not conspire to evade them, there is no political or economic reason why a city policeman should do the work of Prohibition agents. Communities where the dry laws are unwelcome to the majority, or where the majority is apathetic to its provisions and very existence, have small sympathy with city or county officials who spend their time enforcing a law which is cumbersome in operation and unsatisfactory in results."

On the other hand, the Chicago *Evening Post* believes that "with a few more such verdicts as the one at Gary, smashing the Volstead Act will cease to be a joke." And the papers which line up with *The Post*, rather than *The Transcript*, include the Peoria *Journal*, Muncie *Press*, Fort Wayne *News-Sentinel*, Indianapolis *News*, Indianapolis *Times*, Richmond (Va.) *Times-Dispatch*, Pittsburgh *Post*, Grand Rapids *Press*, and Pittsburgh *Gazette Times*. The last paper is sure "the Gary case may prove of great value as a warning, and also an illustration of what can be achieved in upholding the law."

In making these convictions, the Government has won a sweeping victory, several enthusiastic editors tell us, but the victory that has been gained, in the opinion of the Richmond *Times-Dispatch*, "is not one that points the way to self-satisfaction and complacency; it should be productive of sober reckoning. For may not these convictions point a solemn warning against a far greater menace than an attack upon a single city's moral safety?" As the Indianapolis *News* observes:

> "The trial has shown one thing very clearly, and that is that there was not the slightest idea in Gary that the liquor laws were meant to be obeyed. They were openly defied, and there was no local authority that could or would enforce them. Apparently there was no pretense of enforcing them. But the United States Government, the United States Court, and the Federal authorities had other views. Gary ought now to realize that it is really a part of the United States."

GOOD AND EVIL IN THE FULLER DINNER-PAIL

THE "FULL DINNER-PAIL," that evidence of prosperity which has elected presidents, now seems to be looked on more as a Pandora's box by some of our editorial writers. When they hear that the workman is getting his share of returning good times, that the dinner-pail is really full, and the pay envelop well stuffed, they tell us to look out for inflation, higher prices for the consumer, buyers' strikes, inordinate wage demands and walkouts, smaller profits, insolvencies, the lay-off of workmen, and the grass growing in the streets of industrial towns. But whether higher wages are responsible for higher prices or higher prices are responsible for higher wages seems to be about as far from being agreed on as the answer to the old conundrum—which comes first, the chicken or the egg? And so other editorial writers are just as certain that the full dinner-pail is a sign of continuing prosperity, that the recent wage increases will enable the workmen to keep abreast of slowly rising prices, that the voluntary presentation of a share in the prosperity of corporations again paying dividends will ward off strikes, promote efficiency, increase production, and stimulate trade by increasing the spending capacity of the great army of wage-earners.

The advent of springtime in New England was heralded on March 21 by the grant of a 12½ per cent. wage increase to the operatives of the American Woollen Company, thus adding about $4,000,000 a year, as the dispatches noted at the time, to the aggregate pay-roll of 36,000 persons and marking the first action by any of the principal groups in the textile industry to meet the movement among operatives for more pay. Other mills promptly fell in line; by the first week in April, practically the entire 250,000 workers in the textile industries of New England, and thousands more in the South and elsewhere, had received approximately corresponding advances in pay. The wage increase at the great Amoskeag mills in New Hampshire, according to the company's announcement, brought the scale "within 2 per cent of the peak of war wages." The American Woollen wage increase, says *The Wall Street Journal*, "establishes wage levels on a basis above that prevailing in early 1920, during peak of commodity prices."

Nor is the textile wage increase an isolated phenomenon. As far back as last September, writes Ethelbert Stewart, United States Commissioner of Labor Statistics, in the Washington *Post*, the earnings of labor began to improve through the increase of employment and full-time work. "Wage rates were not considerably affected until in February of this year. Now wages are going up." "To-day the trend of wage scales is upward," says Secretary of Labor Davis, pointing out that:

> "During the past four months wage increases have been reported in practically all of the forty-three industries covered by the Bureau of Labor Statistics. These increases have been general, especially in the iron and steel industry, foundries and machine shops, saw-mills, furniture, leather and paper and pulp establishments."

March was a record month for wage increases, with 218 reported by the Labor Bureau, Inc., as compared with 86 in January. "Wage increases are infectious," notes this authority in its April news-letter; "they have a considerable moral effect in themselves upon employers, and the more there are the better are unions fortified in formulating demands for more. It is safe to predict a new crop of increases during the next few months."

The upward revision of the wage scale in the steel industry parallels that in the textile trades, says the New York *Tribune*, and is equally important as an index of growing prosperity. It will give the workers in the trade "a share in the benefits of increased production and of higher prices for the finished product," and its cost to the employers, adds this paper, will presumably "have to be absorbed in further price revisions." The wage rate of day labor for the subsidiary companies of the United States Steel Corporation was increased on April 16 by about 11 per cent., and the pay of other workers was proportionately readjusted. According to newspaper estimates, this will affect about 200,000 men and will add about $25,000,000 to the Steel Corporation's annual pay-roll. The Steel Corporation wage increase was followed by similar action on the part of several independent steel companies, and the example is expected to be generally followed throughout this basic industry. This month's addition to the income of steel workers is the more notable when considered in connection with the United States Labor Department's recent statement that there were 10 per cent. wage increases in several steel plants last September, while twenty establishments reported increased wages in February of this year.

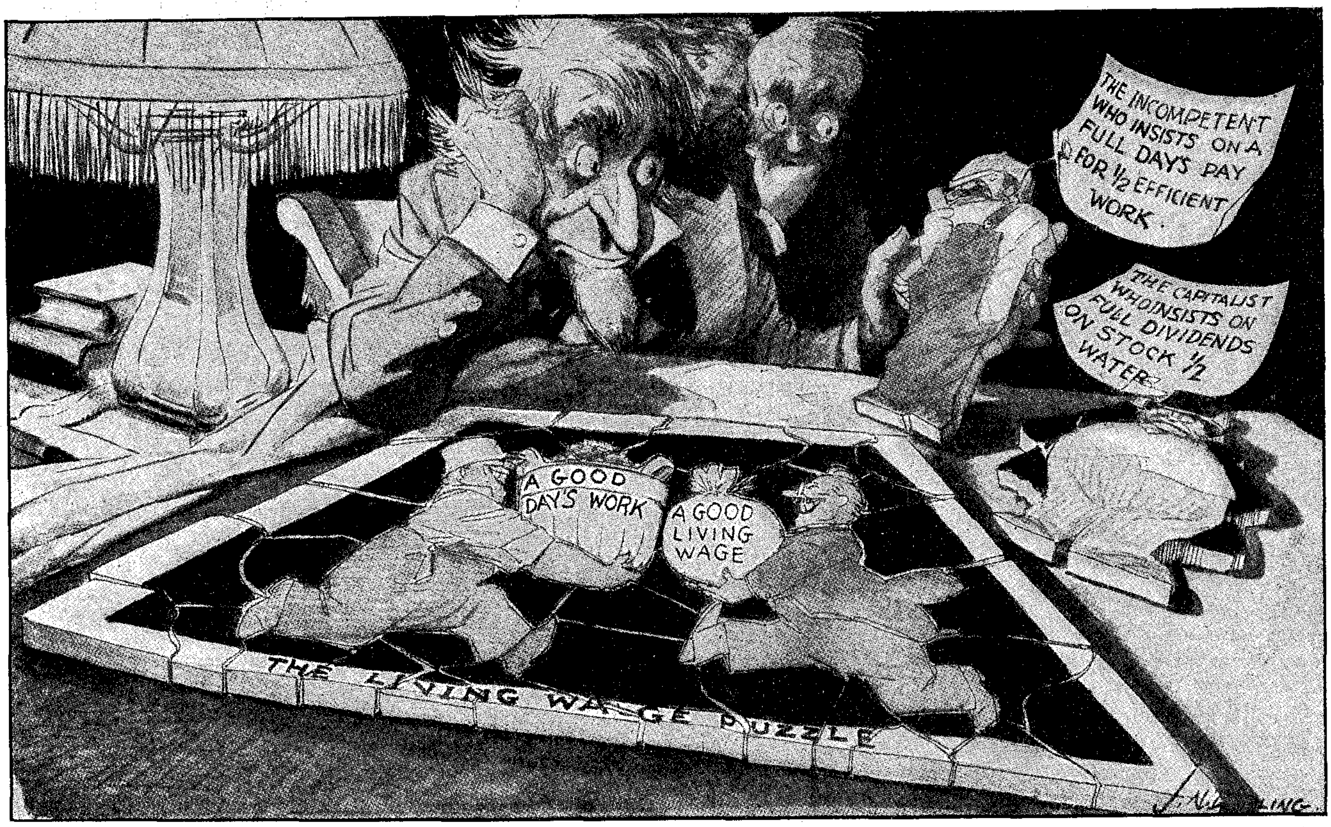
In March the National Industrial Conference Board found the upward trend in wages in a wide range of industries somewhat more pronounced than at the beginning of the year. The wage increases now taking place are said by this authority to be partly the results of revisions of old agreements, and partly due to the improvement of industrial activity. It is pointed out that the wage increases are most marked among the building trades, the agreements made in some cases calling for wages which exceed the peak wages of 1921. With common labor receiving from $3.60 to $4.50 a day, and carpenters and minor mechanics receiving $10 to $15 a day, a scarcity of seamen is being created, which, according to *The Wall Street Journal*, has convinced most of the shipping agencies that steamship companies will shortly face the necessity of increasing sailors' wages.

Even with the new increases, says the New York *Evening Post*, "wages are by no means excessive in view of high living costs and the former unjust rates of pay in many lines." The Federal Reserve Bank of Boston has made the statement that:

> "Until the cost of living increases considerably more than it has, the wage advances just granted, together with a continued high volume of employment, should materially increase the purchasing power of a larger proportion of the workers in the factories of New England."

A higher standard of living for textile workers in New England seems a mighty good thing to the New York *Globe*, in view of the fact that "wages in the textile industry have been uneconomically low and that for a quarter of a century the workers lost and did not gain in real wages." According to the editor of *The Globe*, who has been studying government labor statistics, the highly skilled mule spinners in the woolen mills made $13.88 a week in 1914; $39.33, "an enormous gain," in 1920; then $32.96 last year when business was poor, and by the recent changes are getting probably around $37. The comparatively unskilled comber tenders now get about $26, as contrasted with $9 a week in 1914, and $7.78 "in the good old days of 1907." These figures lead the writer to reflect:

> "With such contrasts it is plain enough that immigration and wages are issues which are fundamental to this civilization.


THE INCOMPETENT WHO INSISTS ON A FULL DAYS PAY FOR 1/2 EFFICIENT WORK.
THE CAPITALIST WHO INSISTS ON FULL DIVIDENDS ON STOCK 1/2 WATER
A GOOD DAY'S WORK
A GOOD LIVING WAGE
THE LIVING WAGE PUZZLE

IT WOULD BE EASY TO SOLVE THE PUZZLE IF IT WERE NOT FOR THOSE TWO EXTRA PIECES.

—Darling in *Collier's Weekly*.

At $7.88 or $9 a week even with the prices of 1907 and 1914 no textile worker could support a family and children. It is doubtful whether a free democratic government could survive on such a wage scale. Therefore it is not an evil when the shortage of workers lifts the level of living for all. Of course larger wage payments necessitate readjustments in other expenditures, but these difficulties are not insuperable. At any rate the old conditions could not endure. Labor was told that it was a commodity and finally it learned the lesson, and now as a scarce commodity it demands the price of scarcity. The process by which the change has come about may be not wholly inspiring, but if 1907 or 1914 is compared with 1923 it is apparent that progress has been made."

Another good sign in these wage advances is seen by the Washington *Star* in "the likelihood that the spring season may produce a smaller crop of strikes":

"With the approach of May there is usually to be expected indications of restlessness among workers which expresses itself in strikes. Good wages and steady employment are discouraging to strike agitators."

And to a leader in the textile trade unions in New England it seems "the harbinger of better days in industry when the employers voluntarily offer the workers an opportunity to share in the prosperity when business conditions are favorable instead of forcing them to go to the mat to get it."

Moreover, "the condition of business has an important relation to wages," says Edward A. Filene, the Boston merchant, in *The American Cloak and Suit Review* (New York). He argues in favor of high wage levels as follows:

"If we make wages too small, the buying power of the public will be cut down, production will outrun distribution and business becomes dull.

"Low wages, low purchasing power, accumulation of excess stocks that can not be sold, business stagnation—that is a vicious circle that can be avoided by a high wage scale, and by a high wage scale alone. High wages will enable the public to continue to purchase even under conditions that with low wages would bring distress.

"People getting seven or eight dollars a week have not the money to buy more than the most necessary items—food and the cheapest necessities. Such trade will not pay a profit to very many and will not make possible taxation to keep up schools and the general civilization and progress of our country. It seems self-evident, and I think we will all agree that industrial growth would be impossible if we had a constantly underpaid lot of workers."

But the belief that the tendency is toward inflation is widespread. As the Springfield *Republican* conservatively puts it, "the advances just granted will sooner or later enter into the price of commodities and thus strengthen the upward tendency," altho "the increased purchasing power that the wage-earners will enjoy will help the consuming public to absorb the price increases already put into effect." All business men, says the New York *Times*, "expect that these 12½ and 15 per cent. wage advances which have been made in important basic lines will eventually show up in the cost of the finished product, altho it may be three or four months before they reach the consumer." Writes Glenn Griswold in the Chicago *Journal of Commerce:* "Wage increases mean price advances, and price advances mean increased living costs which occasion further advances, and thus the vicious circle moves to inflation." The New York *Journal of Commerce*, seeing practically all elements of cost advancing rapidly and "prices necessarily keeping pace with expenses" concludes that "nothing is more certain than that there is grave danger that the present prosperity will fall of its own weight." And a representative journal in the textile trade, *The Dry Goods Economist*, (New York), thinks that manufacturers and distributors will view these wage increases with mingled feeling. In the first place, "the move threatens to have an unfavorable influence on labor generally," and in the second place they believe that distributors will "deplore every increase in production cost because they know it means higher prices." Conservative textile manufacturers, we read in the Boston *News Bureau*, "view with uneasiness the fact that the industry is rapidly getting back to a 1920 basis. Cotton, wool and silk, while still far below peak prices, are approaching high levels. If manufacturers are compelled to restore wages to a 1920 basis, it is feared prices of finished goods may become high enough to curtail buying."

TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

Notice how polite the coal man is getting.—*Wall Street Journal.*

Balance of power might wait for balance of budgets.—*Wall Street Journal.*

Less crime in the days when the prisoner and not the sentence was suspended.—*Wall Street Journal.*

According to a recent estimate England has 938 poets, three of whom have not lectured in this country.—*New York Tribune.*

The Ku Klux Klan is said to be entering the universities. Probably it wants to get a few tips on real hazing.—*New York Evening Post.*

"Life-termer inherits fortune." Isn't that nice? Now he can get a lawyer, an incurable disease, and a pardon.—*San José Evening News.*

Missionaries must hurry if they would get Africa sufficiently civilized to furnish troops for the Christian nations.—*Fort Smith Times-Record.*

Russian Reds now talk of colonizing in other countries. Their official records, however show that they're mighty poor settlers.—*Manila Bulletin.*

What we can't understand is why statesmen never seem so wise in Congress as they seem on a Chautauqua platform. —*Kitchener* (*Ont.*) *Daily Record.*

The outlook in the automobile trade is excellent as there are still thousands of houses that haven't been mortgaged to buy cars.—*Nashville Southern Lumberman.*

Rubber production in the Philippines, it appears, will be largely dependent upon whether the investors can get labor to work for a stretch.—*Manila Bulletin.*

College life is becoming more effeminate every day. Students of the University of Kentucky have been compelled by the faculty to turn in their revolvers—*Nashville Southern Lumberman.*

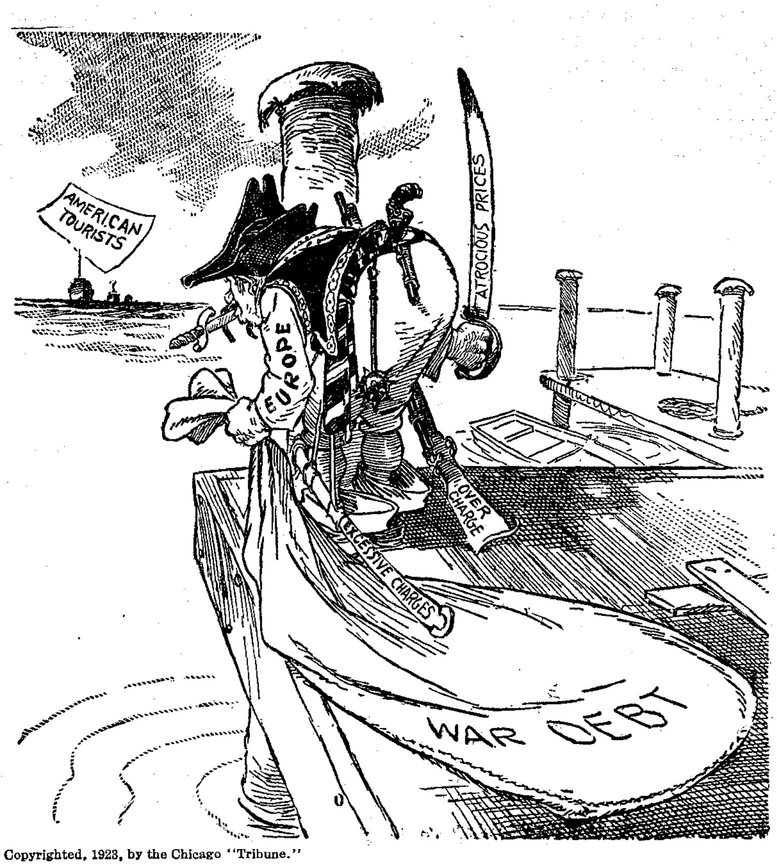
'Twould be impossible to isolate the United States. The European lecturers would find their way here.—*Toledo Blade.*

We note that President Harding has been fishing but not shooting. No doubt he thinks there are lame ducks enough. —*Cleveland Times.*

Perhaps the news that Lord Robert Cecil was coming to this country was what persuaded Hi Johnson to go to Europe. — *New York Tribune.*

Dr. Nansen says the Russian Soviet Government needs money. That's strange; it has printed more money than any other country. — *Nashville Southern Lumberman.*

It appears that Attorney-General Daugherty made a blunder in throwing President Harding's hat in the ring before he had bought his summer straw.—*Boston Shoe and Leather Reporter.*



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THE RECEPTION COMMITTEE.

—Orr in the Chicago *Tribune.*

No reparations plan will work until the Hun does.—*Wall Street Journal.*

Bryan says wealth is a disease, but does not tell how to catch it.—*Greenville Piedmont.*

Some girls can make up their faces more easily than their minds.—*Greenville Piedmont.*

Million-year-old skull found in Patagonia is petrified and solid. How little man has changed in all these years!—*Manitoba Free Press.*

When they build the International Court House, let's hope they'll build an International Jail right across the street.—*New York Tribune.*

Volstead's colleagues, when he retired from Congress, presented him with a watch. It probably was a Waterbury.—*Charleston Gazette.*

When a labor leader dines with a king, it shows that even in this democratic age royalty hasn't lost its social standing.—*Kingston* (*Ont.*) *Whig.*

France thinks that Germany will make overtures, but it must be remembered that an overture is but a small part of the whole score.—*Manila Bulletin.*

There is one telephone for every eight persons in this country —and, nine times out of ten, two of the other seven are using it when we need it.—*Tampa Tribune.*

It's a hard world. Your friends won't believe you make as much as you say you do, and the Government won't believe you make as little.—*Manitoba Free Press.*

The reasoning probably is that if a diplomat in the United States were not permitted to have his liquor, it would not be long before he'd cease to be a diplomat.—*Manila Bulletin.*

A New York rabbi says he has discovered that the world is 7,400 years old. But how could it have got itself in such a fix in such a short length of time.—*Nashville Southern Lumberman.*

"What is the dangerous age?" asks a writer. This is.—*Columbia Record.*

Some wife can make a place for herself in history by being the first to shoot her husband with a machine-gun.—*Indianapolis News.*

When aliens cuss the United States, that's Sovietism (in some States), but if a Senator does it, that's leadership in politics.—*Wall Street Journal.*

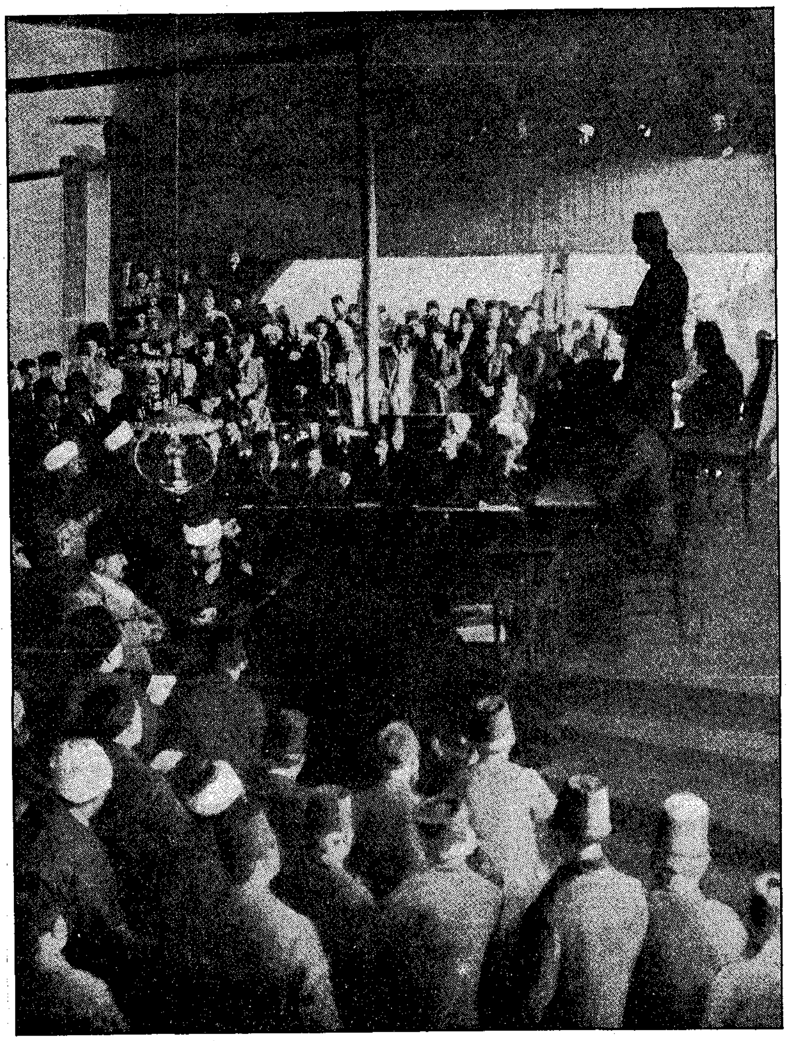
Dr. Frederick A. Cook never seems to be able to hit it off with his own Government. First they disagreed as to the North Pole and now it is Texas oil.—*New York Evening Post.*

Canary birds have to demonstrate their ability to sing before they can be imported into this country. What a pity that doesn't apply also to imported opera singers.—*Nashville Southern Lumberman.*

FOREIGN - COMMENT

THE ORIENTAL LABYRINTH AT LAUSANNE

NEW TURKEY is old Turkey despite the outmoding of the harem and the face veil for women, for the wile and duplicity of the Turk is bred in the bone, bitterly declare some Allied editors in warning the Allied envoys on their second entrance into the "Oriental labyrinth" at Lausanne that "the only peace Turkey will make is the peace she is forced to make." These adverse critics of Mustafa Kemal Pasha and the Nationalist Turks consider their alliance with Soviet Russia among the major menaces to the smooth working of the new Conference at Lausanne, at which will be discust the Turkish counter-proposals to the Allied Draft Treaty which was offered at the first Conference and rejected by the Turks. In some quarters much excitement is aroused by an interview given to the Smyrna press by representative Araloff, the delegate from Soviet Russia at the Turkish Economic Congress in that city. In this interview, as reproduced by the Sofia *Echo de Bulgarie*, Mr. Araloff stated his belief that:



NEW TURKEY IN CONGRESS ASSEMBLED.

The Grand National Assembly of Turkey at Angora hears the founder of the new Turkish State, Mustafa Kemal Pasha, read one of his messages.

> "I can tell you frankly that the Entente Powers are no longer united as they formerly were. Their interests no longer accord with one another. As the unity of front does not exist they can not attack Turkey . . . moreover, they have come to realize that Turkey is not only not dead, but on the contrary, much stronger than they thought she was. Have not the Turks proved this by their campaigns during the last two years?
>
> "During some years past a frank friendship has grown up between the Russian people and the Turkish people. It was on evidence during the first conference at Lausanne in the close cooperation of the Russian and Turkish delegates. All the efforts of our common enemies to separate us failed. They tried particularly to get us at loggerheads over the question of the Straits—but in vain. The entente between Russia and Turkey, first of all, and secondly, the entente between Turkey and the peoples of the Orient, constitute a great instrument of strength, which gives food for careful thinking to the European Powers. That is the reason why the Allies do not dare to declare war on Turkey. Nevertheless, it might happen that the imperialist Powers should be misled into attacking Turkey. In such an eventuality the Turkish people can be sure that Russia will remain faithful to its alliance and will help Turkey as it has already done in Turkey's most trying days."

All this contrasts very sharply with the tone of Constantinople dispatches announcing the Turkish Government's reply to the Allied note agreeing to the second meeting at Lausanne. As indicative of the spirit in which the Turkish reply is drawn up, the Constantinople correspondent of the London *Daily Mail* adduces a telegram he received from Raouf Bey, the Turkish Prime Minister, which reads:

> "My personal opinion upon the last Allied note was that there was nothing in its form to suggest that the Allies are not desirous of a settlement, altho they appear to wish to bring once more under discussion questions which, in principle, already have been agreed upon."

This correspondent relates further that rivalry in the coming election of a new National Assembly is reaching a point which may have a direct affect on the attitude of the Turkish delegation at Lausanne. In a manifesto of the People's Party it is averred that the task before the next Assembly will be not war, but peaceful progress. Among the principal points in this party's program, we are told, are the abolition of the Sultanate and the Constantinople Cabinet and the reduction of the term of military service. A Constantinople correspondent of The Manchester *Guardian* informs us that the People's Party, or Popular Party, as some translate the name, is led by Mustafa Kemal Pasha and Premier Raouf Bey, and that in his election proclamation Turkish voters are reminded by Mustafa Kemal that the Allies would watch the results on the support or rejection of his policies. The Manchester *Guardian's* representative advises us also that:

> "One of the surprizes of the campaign has been the revelation of fundamental differences between this group and another. The second group favors investing the Caliph, head of the Moslem religion, with political powers. Kemal's partizans are making political capital out of this, asserting their opponents are trying to return to the old régime, with a Sultan as religious and temporal head of the State."

In discussing the counter-proposals of Turkey, the London *Daily Telegraph* finds them "at certain points wholly inadmissible" inasmuch as they directly challenge decisions taken and made public by the Allied Governments on matters of vital principle; while these points, on the other hand, were precisely those on which Angora had from the outset taken an obstinately uncompromising attitude. This newspaper goes on to say:

"There was, for example, the question of the status of foreign residents in Turkey and the protection of their rights and interests. The Turkish counter-proposals on this head were far from satisfying the minimum of what had been insisted upon by the Allies; and it is understood that M. Poincaré's instructions to the French representatives now present in London were even more downright on the subject of the economic and cultural interests of French citizens in Turkey than those given by him to his Government's delegates at Lausanne. Again, the counter-proposals included the naive suggestion that the whole of the economic clauses of the Draft Treaty should be lifted out of it, and that all the questions involved should be reserved for subsequent negotiation after the concluding of peace. Here, again, the French Government, whose interest in these questions is vital, has placed itself on record as intending to sign no treaty which does not include a settlement of them.

THE NEW WOMAN OF THE NEW TURKEY.

Mustafa Kemal Pasha and his wife, Latifée Hanoum, who has no use for the traditional face veil of old Turkey.

"British and Italian interest in both these matters, as in others which have been raised by the counter-proposals, is only in the material sense somewhat less than that of France, and in principle is fully as strong. There is, again, the Turkish demand that the peace settlement shall include the provisions and annexes, in their entirety, of the separate Franco-Turkish treaty of Angora now in force; and it would be surprizing indeed, after all that has been said by the British Government in the way of objection to that arrangement, if it were now to acquiesce in it, as this proposal contemplates, without reserve of any kind. There is, moreover, reason to believe that French policy is as much opposed as our own to the incorporation of the Angora Agreement, which, it is sufficiently clear, would endanger that unity of the Allied Governments upon which France relies for securing a settlement of her wider economic and financial interests in Turkey. That this demand should have been made by Angora, indeed, raises more than a suspicion that the Turkish Government, in putting it forward, was making a last desperate attempt to play the traditional trick of setting off one of the Powers against another."

In France an unmistakably hostile and suspicious attitude toward the Turks is revealed by various journals, which also are critical of France's policy toward the Turks. Thus, the Paris *Gaulois* observes:

"We shall not have the cruelty to mention the insistence we have shown since 1920 against the policy of excessive consideration that we have practised toward our former adversaries, and against the illusions that our Government indulged in during the debates at Lausanne. Turkey itself is pleased to-day to justify our apprehension and our mistrust. Let us hope, at least, that England, France and Italy will show absolute union in their parleys in the future."

The justification of this daily's fears is found in the statement of Mustafa Kemal Pasha to a delegation of Syrian Turks that "it is intolerable that countries which have belonged to the Ottoman Empire during a long course of centuries should groan to-day under a foreign yoke." As "Pertinax" points out in *L'Echo de Paris*—

"Thus begins the eclipse of the principal object of and the real reason for the treaty that we signed with the representatives of the Grand Assembly of Angora in October, 1921. By this contract we expected at least that we should not be disturbed in the exercise of our mandate in Syria. To-day we see what is to be thought of such a hope. In truth, our policy since 1922 and until the latter months with regard to Turkey has cast everything into doubt."

The Paris *Journal des Débats* rather smiles at the Paris *Temps* for being surprized at the stubborn attitude of Turkey toward Europe and wondering whether, in order to do as she pleases in Asia, Turkey would evict all Europeans. Long ago Turkey gave answer to such a question, remarks the *Débats*, acridly, for she has "massacred or exiled Christians, and the Europeans have fled from their hearth and homes to where there was no security for their lives." Without waiting for the conclusion of the peace, it goes on to say, Turkey abrogated the Capitulations and put in force new rulings concerning foreigners and all foreign organizations. The use of the Turkish language has become obligatory and "henceforth, in the new Turkey everything will be done in a Turkish way." Meanwhile much interest is aroused by the announcement in London dispatches that the Angora Government has approved the so-called "Chester project" through which the American Development Company proposes to construct more than 2,000 miles of new railways in Anatolia, to rebuild Angora on the lines of a modern American city and equip it with ports and quays. Payment for this expensive development, say these dispatches, is to be made by the Turks in the form of mineral oil and other concessions, and we read:

"It is expected the American corporation, called the American Development Company, will be occupied for many years in this work, giving employment to thousands of natives as well as to many American technicians.

"The project met with determined opposition from the start from Russian, British and French interests, to all of whom similar concessions are declared to have been successively promised by the Turks. It is foreseen here that to-day's action by the Grand National Assembly of Turkey at Angora must inevitably react upon the prospects of concessionaries and promoters of other nationalities.

"It is even said that the huge grant by the Kemalists to the Americans is partly responsible for the present tension between Angora and Moscow, as the Russians are declared to have been promised a similar economic monopoly. The Soviet Government last year made a formal protest to Angora against the granting of these railway concessions to the Americans without Moscow's prior grants being considered. Angora decided they were not operative under the new Government."

"Thus," observe some foreign editors, "America's appearance at Lausanne as a non-official looker-on is shown to have been a very practical action."

SHUNNING OUR BEST CUSTOMERS

CHILDISH FEARS OF ENTANGLING ALLIANCES, and other European bogies that the new era of after-war years has exorcised, say some British journals, is keeping America away from participation in European affairs, which she indulged so heroically by her noble share in the World War. But this magnificent isolation is costing America dear, they add, because the countries of Europe are her best customers, and as long as Europe lies prone in its disastrous plight, the American farmer, and, through him the whole economic position of the United States, suffers. In rallying about the old standard of "keep away from foreign countries," it is charged that Americans overlook the fact that "New York is now nearer to London than Edinburgh was a century ago," and consequently the United States can not escape European contact. As to America's farming industry, the London *Statist* remarks:

"The record of four years' operations is of interest:

(*Millions of dollars.*)

	1922	*1921*	*1920*	*1919*
Value of farm production (official estimate)	13,375	11,422	17,289	23,656
Consumed on farms	4,413	3,781	5,989	8,238
Cash received	8,962	7,641	11,300	15,418
Disbursements (including Depreciation)	7,334	6,946	8,787	8,308
Net receipts	1,628	695	2,513	7,110

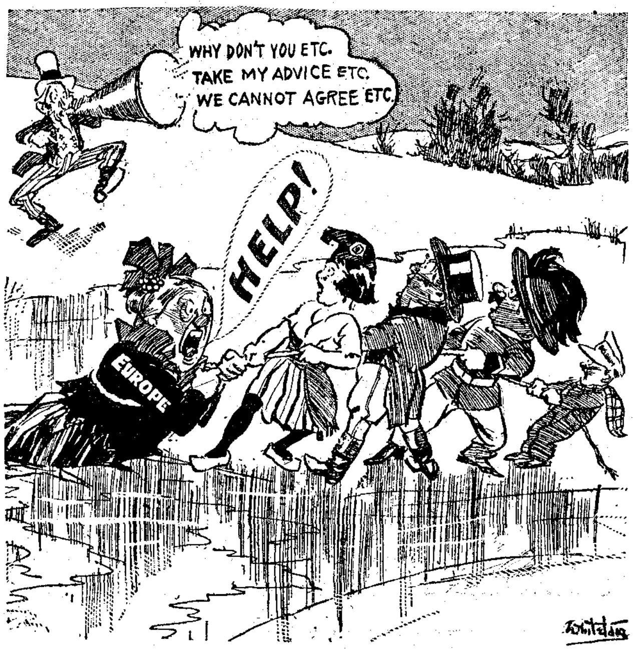
"The table shows that while there was a substantial improvement in the position last year, the farming industry is still greatly depresst as compared with the preceding years, and the net receipts last year amounted to only 2 per cent. of the total capital invested, representing actually an average of $252 (£54) for each farmer with which to provide for interest and amortization on the debt (average $1,927, or £410 per head), insurance, Federal taxes, and provide for family needs, such as medical, religious and educational services and amusements. In the absence of a recrudescence of Europe's buying power, the prospects for coming years are exceedingly gloomy."

Fundamentally the present attitude of America toward Europe is "traditional," *The Statist* goes on to say, and it points out that this attitude was formed before the advent of the age of international division of labor at a time when America was a new country, with its foreign commerce undeveloped, and when it mattered little to America's prosperity whether Europe was in peace or war, prosperous or indigent, but—

"The traditions to which they gave birth are wholly unsuited to existing conditions. The war, above all, has profoundly altered the position of the United States; it has changed America from a debtor into a creditor nation with balances abroad of over 10,000 million dollars; it has pushed the country into the forefront of international trade; it has given the American people an interest in world peace and world prosperity greater than any previously possest by a single nation. The time has arrived when America must shed its traditional aloofness in self-interest no less than in moral duty. It can not excuse isolation on the ground of its geographical position at a time when the march of international commerce, the progress of science and the development of rapid communications have swept away the barriers of distance."

Yet this British weekly confesses that the unsatisfactory character of the European peace treaties, the nature and constitution of the League of Nations, and the manner in which President Wilson's "ingenuous political program was worked upon by the more experienced statesmen of Europe," unquestionably gave America the first distaste of European politics, it is said, and revived the tradition of the Monroe Doctrine "which was thought to have been discarded definitely in April, 1917." We read then:

"The truth is that the peace negotiations and their results engendered in the American mind the old feeling that all European diplomacy is essentially Machiavellian; that European politics are a maelstrom best avoided by the inexperienced navigator. France's aim is read as the permanent overthrow of Germany's power and establishment of a Gallic hegemony on the Continent. Germany is thought to desire an alliance with Russia, and perhaps Turkey, in order to take advantage of a looked-for rift in the Entente. The Little Entente—in fact, the whole agglomeration of the Succession States—is regarded as a political anomaly affording scope to the stronger Powers for endless political combinations and constituting a prolific breeding-ground for future conflicts. Britain is thought to seek the traditional British policy of maintaining the balance of power on the Continent. Above all, the overgrown proportions of armaments in Europe and the succession of political crises which just miss a conflagration fill Americans with distrust of the sincerity of Europe's desire for economic reconstruction. In short, Europe is thought to be spoiling for another war."

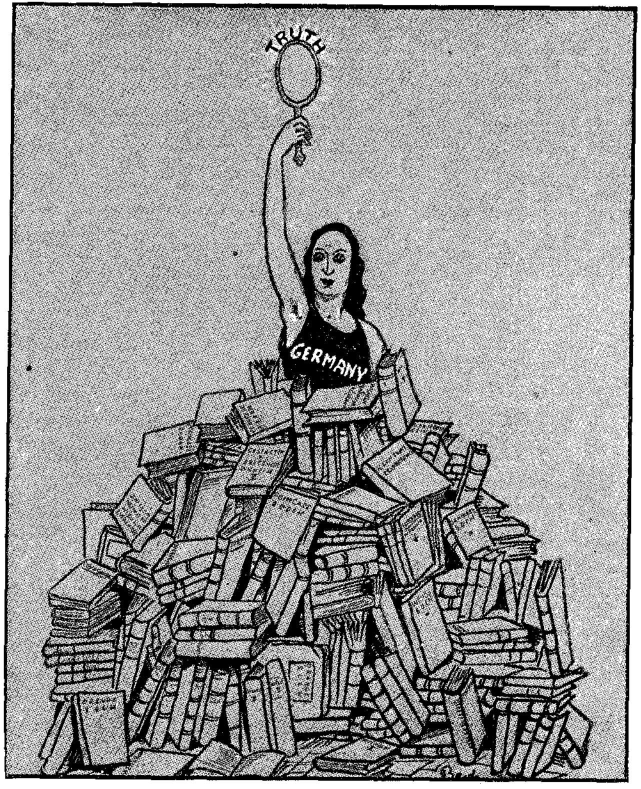

WHY DON'T YOU ETC.
TAKE MY ADVICE ETC.
WE CANNOT AGREE ETC.
HELP!
EUROPE

THE ADVISER-GENERAL.

CHORUS OF RESCUERS: "Why don't you come and give a hand, instead of standing there shouting?" —*John Bull* (London).

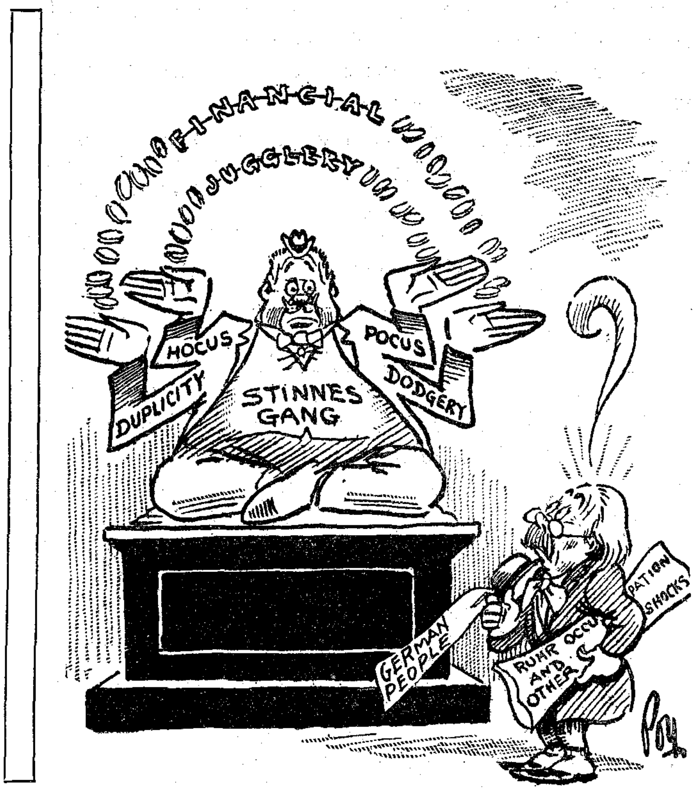
Nevertheless *The Statist* finds that while the majority of American opinion still "clings too firmly to the principles of the antiquated Monroe Doctrine to permit intervention in European affairs," the ranks of those who favor participation every day gain new recruits, and—

"To-day they number the financial interests of the New England States and the vast bulk of the farming community. It is to the latter more than to any other section of the American public that we must look for the great driving force that will eventually urge America to discard its present policy of isolation; the economic factor of Europe's diminished buying power is more potent in agriculture than in any other of America's industries, and it is to the *malaise* of their foreign customers that the farmers mainly owe their present deplorable plight. The serious nature of their distress is sufficiently evidenced by the attention devoted to the agricultural problem in the last session of Congress, and by the number and variety of ameliorative schemes discust, varying from a draft of credit inflation to stimulate exports down to a reduction in transport charges. The farmers form one of the most powerful and dynamic elements in the American body politic, and the direction toward which their political influence is evolving is unmistakably shown by the 'European intervention' resolution put forward in December last by one of their most prominent spokesmen, Senator Borah, who had all along been regarded as the great protagonist of isolation. All indications point to the fact that the question of intervention will form the most prominent issue in next year's elections, if, indeed, it does not reach an acute stage before then."



A GERMAN PROMISE.

"No matter what they write, the truth will eventually appear."
—*Wahre Jakob* (Stuttgart).



THE DAWN OF DOUBT.

FRITZ: "Have I been worshiping false gods, after all?"
—*Evening News* (London).

CONTRASTING GERMAN AND BRITISH VIEWS OF GERMANY'S CASE.

HEARTENING THE GERMANS TO WORK

NOTHING IS YET LOST to Germany by the French occupation of the Ruhr, according to some German advisers to their fellow countrymen, who point out that mere resistance to the French is not sufficient for Germany's redemption from her present plight. The Germans must work harder and they must work more intelligently so as to avoid all waste effort, declares the *Leipziger Neuste Nachrichten*, which believes that Germany's conduct since the Ruhr occupation began has been such as to earn a little more friendly consideration from the outside world. However, on the principle that the Lord helps those who help themselves, this newspaper speaks out in meeting to the German nation as follows:

"Work and thrift have of late been discredited, but they are none the less essential virtues of the German people. Only it is necessary that we brace up and realize where our salvation lies. As Germany can absolutely no longer count on foreign aid she must seek in her own strength the means of restoring order in her finances and the reorganization of her economic life. Her reinvigoration is possible; but three things are necessary in order to accomplish it.

"First of all she must dispel the chief reason for foreign distrust by ceasing to issue paper money. Through strict economy the budget may be put in proper shape. The work that is being done to raise the mark is sound and must be kept up despite the few inconveniences it causes to export trade. This work will be continued the more easily because in recent weeks the attitude of Germany has helped her in the world's esteem to regain a certain measure of the world's confidence.

"Next there must be an increase in production. The people must get back to hard work. This does not necessarily mean the suppression of the eight-hour day; but nevertheless the eight-hour day must not be considered as *sacro-sanct* and as having precedence over the higher interests of the country. A more rational regulation of our labor methods is necessary. All superfluous effort should be eliminated and the manufacture of objects of luxury should be stopt.

"Third and last of the conditions necessary for Germany's revival is that she continue her policy of resistance in order that France may not achieve her aims in the Ruhr. Nothing is yet lost!"

RUHR INTERVENTION IN JAPANESE EYES

RUMORS OF INTERVENTION by Britain and America to solve the Ruhr puzzle of occupation excite wide-spread comment among Japanese editors, some of whom, while skeptical of the credibility of such rumors, seem to think that Anglo-American mediation between France and Germany is the only conceivable one. Yet at once they recall the old objection that America will not put its finger in the European pie, because she has had all of Europe she cares for during the World War. Then it is pointed out that the British and the French attitude on German reparations have been proved to be irreconcilable, so it is very much to be doubted, in the judgment of some Tokyo newspapers, whether England is competent as a mediator. Other journals suggest an international conference with the leadership in the hands of Uncle Sam. The Tokyo *Yamato* is willing to consider the possibility of Anglo-American intervention just about long enough to question what action Britain and America could take, and it proceeds:

"Britain and America, the two most powerful countries of the world, would be able to do great things by their combined efforts, but in intervention in this particular matter the resources at their disposal seem to be very limited. They would be unable to send troops to the Continent in order to enforce their intervention. Nor would an economic blockade against France and Belgium be found wise, as it would be a boomerang which would injure British economic interests also. The only alternative for Britain seems to be to press France and other countries supporting the Ruhr occupation for payment of their debts to her. This course, however, is not free from risks either, for insistence on this point from such motives might drive France and other countries to decide to repudiate their obligations. If Britain or America or both countries in combination have no effective means for enforcing their intervention, a wiser course would be to abstain from all interference."

But the *Yamato* goes on to say that it does not place much credence in the rumored possibility of Anglo-American intervention, first, because America detests the idea of participation in

European affairs so strongly that she still refuses to join the League of Nations; secondly, in England Mr. Lloyd George, who favors intervention, is under a cloud, and Mr. Bonar Law, who is against it, holds the power. This daily concludes:

> "All this points to the inaccuracy of the report of possible intervention. Any intervention not accompanied by effective means to enforce it can only end in strengthening the cohesion among the Powers against whom such intervention is intended. It seems wise, in these circumstances, for Britain and America to stand aside for some time longer."

The Tokyo *Jiji* also discredits rumors about mediation, tho it believes that from them it may be inferred that both Germany and France are "desirous of a peaceful settlement of the issue." This newspaper considers that "the most hopeful method of settlement is by means of an international conference with America as the chief promoter." Proceeding, the *Jiji* reminds us that the irreconcilable views of Britain and France regarding the reparations were most clearly demonstrated at the Paris Conference last January, and it says:

> "Now that it has become clear that there is no room for reconciling these divergent views between Britain and France, the idea of Britain playing the rôle of mediator alone does not seem to please France. We are also dubious of the practical effect of the issue being submitted to the League of Nations for settlement. In the League of Nations, as it stands, Britain has the strongest voice, with France ranking next. Should the Ruhr issue be referred to the League, Britain would be the judge, and there is a question whether France would accept the ruling.
>
> "Under such circumstance, it seems most desirable and most effective that America should act the part of chief mediator. Her international position and strength admirably fit her for the rôle. Moreover, she took part in the European war, and therefore it is impossible to say that she is absolutely free from all responsibility for the post-bellum European situation. Her traditional Monroe Doctrine, however, forms the supreme obstacle to her mediation. America's refusal to join the League of Nations was, of course, partly due to party strife, but largely to the general advocacy of the Monroe Doctrine. German vandalism moved her to take sides with the Allies in the war, but as the spirit cooled down the Americans reverted to this doctrine."

America eagerly hopes for a speedy economic restoration of Europe, this daily adds, and yet, "she is not ready to display the spirit of self-sacrifice to such an extent as to consent to the cancellation or reduction of her claims on European debtor countries." It is not unlikely that both Britain and America feel intervention would be premature now, remarks the *Chugai Shogyio*, and that they are waiting for an overture to be made by Germany requesting their good offices. If this be so, "their intervention may simply be a question of time," in the view of this journal, which continues:

> "Tho maintaining an attitude of neutrality, it is obvious that both Britain and America view the French action with disfavor. With these two big Powers in this mood, France may well be described as in a position of isolation internationally. This is a serious matter for France, and it is fully to be expected that France will do her utmost to retrieve her international position in other directions. Her program for forming a Franco-Italian-Belgian bloc directed against Britain may be taken as the outcome of this desire. This scheme is now reported to have been abandoned in deference to American wishes. What made America strongly disfavor this scheme is a matter deserving of special attention.
>
> "We are in the dark as to the nature of the communication said to have been made to France expressing disapproval of the French scheme for the formation of a Continental alliance, but it is not improbable that the underlying motive was a desire to avert such an anti-British combination lest it should lead Britain to change her disarmament policy, with the result that it would become impossible for Britain to pay her debts to America. It is, however, difficult to believe that America was solely actuated by such selfish motives. She may have feared that the formation of the proposed alliance might render her future intervention more difficult by strengthening the position of France in the Ruhr. If such was really the case, Anglo-American intervention in the Ruhr situation may yet come, and consequently the future development of the Ruhr situation deserves careful attention."

"DRY" NORWAY TRADING FISH FOR WINE

THE LIVEST ISSUE IN NORWEGIAN POLITICS is still prohibition, as their prohibition has only barred drinks of over 14 per cent. alcohol. Now the limit has been raised to 21 per cent. and the developments there will interest the friends and foes of light wines here. The press of that country inform us that the prohibition issue led to the recent change in the Cabinet when the Ministry of the Lefts, headed by the old and experienced Premier Blehr, was defeated by a vote adverse to its proposal for a temporary commercial treaty with Portugal. According to the proposed treaty Norway would receive certain tariff concessions, notably on its export of fish, on the condition that the Norwegian Government should agree to purchase annually 850,000 litres of port and Madeira wines so long as Norway maintained its prohibition against wine of more than 14 per cent. alcoholic strength. Similar treaties, we are told, have been made with France and Spain, altho the consignment of wines agreed upon for import was considerably lower than in the case of Portugal.

The proposal of the Blehr Ministry, we are told, was defeated in the Storthing by a vote of 119 to 28, the majority including representatives of various political parties, the Conservatives, the Agriculturists, the Socialists, the Communists, and even of some members of the Ministry's own adherents, the Lefts. On the defeat of the Blehr Cabinet the Ministry of Conservatives was formed with Premier Otto B. Halvorsen at its head and the program of the new Cabinet was to abolish the prohibition of the free import of heavy wines. This was carried by a small margin in both divisions of the Storthing, so that now Norwegians may import up to 21 per cent. alcoholic strength, and their difficulties with regard to the sale of Norwegian fish and other products in wine-producing countries are believed to be on the way to elimination. Among the journals of the Conservative and the Liberal Left there is jubilation at this new development in Norwegian prohibition, and the chief liberal Left organ, the Christiania *Tidens Tegn* remarks:

> "There are only two view-points on the prohibition question. Either one is for it, or one is against it. Equally in our treaty policies there can be no more than two view-points. Either one is willing to undertake a customs war, or one insists on a treaty founded on full reciprocity. The Blehr Ministry fell because it tried to make itself and the Storthing believe that there was also a third view-point. . . . First and foremost we believe that the proposal of the former Ministry concerning the amount of wine allowed to be imported made Norway's prohibition seem an undignified and ridiculous thing. It is evident that we can not import almost 1,500,000 litres of heavy wines without offending grossly the spirit and the letter of prohibition and the referendum."

The Christiania *Aftenposten*, a Conservative organ, emphasizes in the same tone as the foregoing that Norway could only choose between the abolition of prohibition and a customs war. A leading journal of the Lefts, The Christiania *Dagbladet*, is imprest by the split in the party which the vote on the prohibition question has brought about, and it points out that:

> "In future it will be impossible to bind all the Lefts to a strict general prohibition policy. This field requires a new and thorough-going revision both in a practical and theoretic sense. The result recently has been painful. Difficult decisions remain to be made. But this much must be evident that prohibition is not a banner of unity for the Lefts. It involves too much division."

Other Left organs echo the idea that the new Cabinet starts by "canceling the large prohibition majority of the referendum in 1919." The Christiania *Nationen*, speaking for the influential Agriculturist party, tries to avoid comparing the old Ministry with the new, but it tells us that the advantage of the new Cabinet is that it "pushes a policy which it believes in, and this could hardly be said of the old Ministry."

SCIENCE AND INVENTION

A NEW AMERICAN EMPIRE DELAYED BY STATE QUARRELS

SEVEN SOUTHWESTERN STATES of the Union have just executed a treaty which, if duly ratified, will create, out of a formerly uninhabited region, an industrial and agricultural empire capable of producing many hundred million dollars of wealth yearly, and of supporting in comfort sixty million souls. Note the little word "if." Interstate, like international, treaties require due ratification, and there are some who think that this one may suffer the fate of the pact made at Versailles. It must, in fact, be enacted into law by Congress and by the legislatures of all the States concerned; and two at least of these States have been inclined to think that it does not sufficiently safeguard their rights—so, at any rate, we are informed by Edgar Lloyd Hampton, a Pacific Coast editor, writing in *The New York Times Current History* (March). One of them, Arizona, has since the article was written dealt unfavorably with the measure and is now being urged by her sisters to reconsider. The agreement arrived at on November 25, 1922, in a conference at Santa Fé, New Mexico, under the direction of Herbert Hoover, Secretary of Commerce, between the seven States in which the Colorado River basin lies, will, Mr. Hampton tells us, if finally enacted into law, wipe from the calendar a decade or so of future conflict and will constitute, with two minor exceptions, the first instance in more than 140 years of States of the Union being permitted by the Federal Government to enter into a treaty among themselves. He continues:

By courtesy Reclamation Service Department of the Interior.

WHERE THE COLORADO WILL BE DAMMED.

Boulder Cañon, site of the proposed United States Government dam, which is to hold back the waters of the Colorado so as to end the menace of its midsummer floods. The States of the upper basin plan another dam farther up-stream.

"The treaty has to do with the allocation of the rights to the waters of the Colorado River. The States involved, seven in number, are Colorado, Nevada, Wyoming, Utah, New Mexico, Arizona and California, embracing the area of the Colorado's basin. Even the privilege of considering the question of water rights to this interstate, international, navigable stream required a special act of Congress. The treaty, as finally signed, terminates a full year of debates and public hearings under Government supervision; it brings to at least a temporary halt an interstate controversy, bitter and partizan, that has lasted more than a quarter of a century, while its adoption by Congress and the seven States involved would eliminate the final obstacle in the path of the Government's present huge plan of flood control, reclamation and hydroelectric development on the Colorado River. Yet the chances of its enactment into law seem remote.

"The Colorado is the third largest river in the United States. The area of its basin is 244,000 square miles, larger than the Yukon basin, larger than the Ohio basin, four times larger than the Rhine Valley, thirty-two times larger than the Hudson, and thirty-five times larger than the Thames. These 244,000 square miles represent an empire larger than the whole of France and half of Spain combined. This area, even at the present time, is fairly well developed; it includes within its metropolitan area Denver, Los Angeles, and all the cities and towns that lie between.

"From source to mouth the Colorado travels 1,700 miles and descends more than 8,000 feet, which latter fact discloses its vast possibilities from a hydroelectric standpoint; for the St. Lawrence, in traveling 1,800 miles, drops only 600 feet; the Tennessee River (Muscle Shoals) drops less than 400 feet, while Niagara Falls has less than a 300-foot descent for the generation of power.

"In addition to these vast possibilities for power, the river passes some 7,000,000 acres of desert land, which, under proper irrigation, are capable of vast and profitable development. An additional problem has to do with the disastrous floods which levy their annual toll along the lower basin.

"The business of supplying the waters that constitute the Colorado was left by nature largely to the four States of the upper basin. These States, with but 96,000 of the 244,000 square miles of area, supply 87 per cent. of the river's annual run-off. On the other hand, the lower States, which supply but 13 per cent. of the water, are possest of very much the larger part of the irrigable area. The upper States admit their inability to use their full quota of the water now allotted them for perhaps forty or fifty years, while California and Arizona desire to use their quota of the river's flow at once.

"If the States of the upper basin should relinquish their rights, their title to any portion of the waters that had been previously appropriated by the lower States would disappear forever, in accordance with the laws of the United States pertaining to water rights as they now exist. Any of these seven States which has hitherto appropriated, or which later shall appropriate, a preponderance of the Colorado River's waters acquires thereby a perpetual title to them. Thus rises the situation confronting the seven States, the cause of their spite and suspicion and twenty-five years of bickering, and the natural difficulties challenging all efforts to reach an agreement.

"The Colorado River Commission, consisting of one member from each of the seven States, with Herbert Hoover as Chairman, finally signed a compact under the terms of which the Colorado basin is theoretically bisected into two divisions—the upper and the lower. It then proceeded to apportion to each of these divisions a volume of the river's annual run-off equal to 7,500,000 acre feet, this partition covering a period of forty years. It permitted also, if required, an additional 1,000,000 acre feet to the lower division, this amount to come out of the surplus, since the annual flow of the Colorado averages some 18,000,000 acre feet."

This allocation of the river's flow may appear to be a just one, and Mr. Hampton thinks that perhaps it is. Yet he says that it has left the minds of the people in at least some of the States in a condition of fear and confusion. The four States of the upper division appear to look with satisfaction upon it, since it awards them a volume three times as great as they now are able to utilize. Not so Arizona and California. The various irrigation projects in these lower States now use, at the low-water period, the entire volume of the Colorado. The writer proceeds:

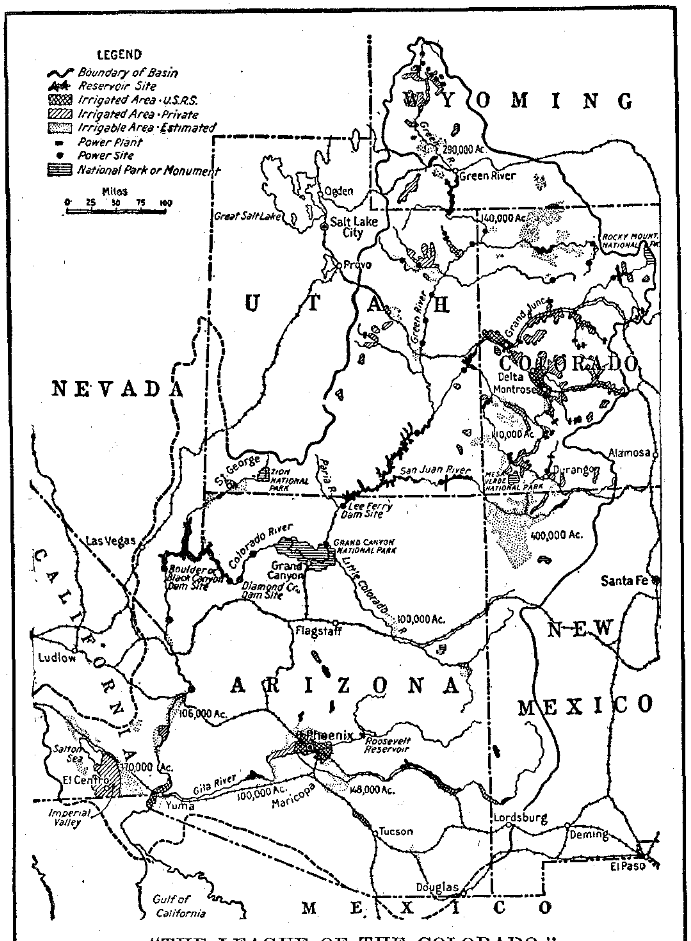
"This statement might leave the impression that the river's annual run-off is insufficient for the needs of the seven States. On the contrary, the volume of water, when properly controlled, would be ample for all needs. The tragedy lies in the fact that the water is not controlled. An ample reservoir would multiply by ten times the irrigation possibilities of the Colorado basin, while in its absence the States of the lower region are left with barely sufficient water. Yet under the compact the States of the lower division relinquish the right to one-half of their present water titles, while the pact gives them nothing in return.

"It is true that the commission did, following the signing of the compact, pass a resolution, in which it urged the Government to construct a dam on the Colorado. Yet it is the pact itself, and not the resolution, which goes before Congress and the Legislatures of the seven States, in an effort to become a law.

"Here is the final phase of the situation—the problem of floods. Each midsummer, without fail, the flood-mad Colorado escapes from its banks, spreads itself at places to a latitude of fifty miles, sometimes breaks the defensive levees and destroys millions of dollars worth of homes and agricultural products.

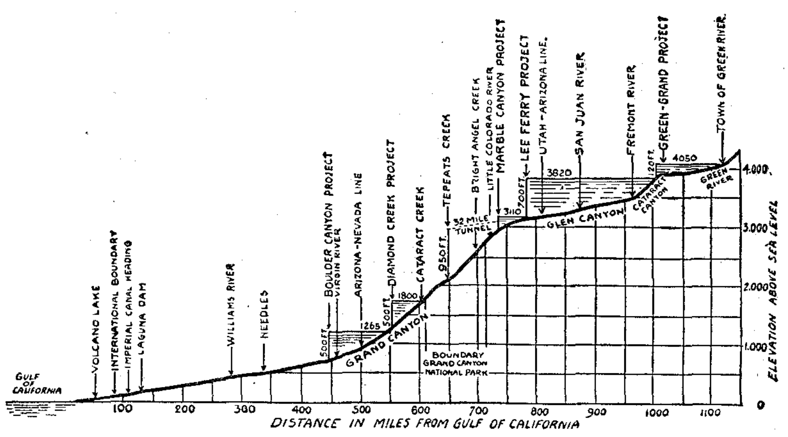
"Because of knowledge of these facts the Government has concentrated upon the question of dealing with the control of floods. It has laid tentative plans for the building of a huge dam at a point some five hundred miles up the Colorado.

"It was the failure of the commission to recognize in any adequate way the necessity for this government dam that has caused the people of the lower basin to view the compact with serious misgivings. Giving still further cause for concern is a rumor to the effect that the upper basin States, which have persistently opposed the plan at Boulder Cañon, have now a plan of their own for a dam some five hundred miles further up the Colorado, through which, under the terms of the agreement, they will be able to divert half of the Colorado's flow to valleys and other projects not even within the Colorado basin.


LEGEND
Boundary of Basin
Reservoir Site
Irrigated Area - U.S.R.S.
Irrigated Area - Private
Irrigable Area - Estimated
Power Plant
Power Site
National Park or Monument
Miles
0 25 50 75 100
WYOMING
UTAH
NEVADA
COLORADO
ARIZONA
NEW MEXICO
CALIFORNIA
MEXICO
Green River
290,000 Ac.
Ogden
Great Salt Lake
Salt Lake City
140,000 Ac.
Rocky Mount. National Park
Provo
Grand Junct.
Delta
Montrose
10,000 Ac.
Alamosa
Durango
San Juan River
Mesa Verde National Park
St. George
Zion National Park
Lee Ferry Dam Site
Grand Canyon National Park
400,000 Ac.
Las Vegas
Colorado River
Boulder or Black Canyon Dam Site
Grand Canyon
Diamond Cr. Dam Site
Little Colorado
100,000 Ac.
Santa Fe
Flagstaff
Ludlow
106,000 Ac.
Phoenix
Roosevelt Reservoir
Salton Sea
370,000 Ac.
El Centro
Gila River
100,000 Ac.
Maricopa
148,000 Ac.
Imperial Valley
Yuma
Tucson
Lordsburg
Deming
El Paso
Douglas
Gulf of California

"THE LEAGUE OF THE COLORADO."

So we may well call the cooperation embodied in the treaty planned by the States of Colorado, Nevada, Wyoming, Utah, New Mexico, Arizona and California, which aims at preventing flood losses, making the desert fertile and erecting power plants to serve the whole Southwest—all through joint control of the waters of the Colorado River.



Prepared by the United States Geological Survey.

WHERE THE COLORADO FLOODS COME FROM.

This is a profile of the lower course of the Colorado showing the enormous descent of the river before it reaches the Gulf of California and the low-lying lands around Yuma and the Imperial Valley. It also shows State and National boundary lines and location and elevation of the proposed dams and reservoirs.

"One thought which seems, even at this early date, to have crystallized in the minds of the people of the lower States, gives sign of a possible solution. They contend that if the Government should at once proceed with its present plan for a dam at Boulder Cañon, or should furnish the States with a definite guaranty of the fulfilment of this project, then the pact might safely be signed by the lower States."

NEW TERROR TO MOTHS—The clothes moth, which it is estimated destroys 10,000 tons of wool each year, may be absolutely controlled by the use of a new chemical called "Eulan F" which may be used in wool-finishing. The substance is harmless to human beings, but wool impregnated with it is not eaten by the larvæ of the moth except when starvation threatens, and it is then speedily fatal. The chemical has been prepared at the dye works of Leverkusen, Germany, by Dr. Meckbach and his collaborators, we are told in Science Service's *Daily Science News Bulletin* (Washington). Says *The Bulletin:*

"Altho it is preferably applied to the woolen article during or after the finishing process in the factory, it may be added subsequently to the completed goods by soaking them in a cold 2 per cent. solution, or it may be sprayed on. The goods are then rinsed with pure water; and the Eulan finish is then said to be permanent for three or four household washings before needing renewal. A similar process may be used with furs. The success of the new preparation comes after many years of experiment. It was noted fifty years ago that wool dyed green was safe from moths and this was later shown to be due to the use of pigment called 'Martius Yellow' in the dye. This in turn was shown to cause an acid reaction in the intestines of the caterpillar and to be invariably fatal, the normal reaction of the intestines being alkaline. It remained then to find a chemical which would have this effect on the caterpillar."

COULD WIRELESS SET OFF A BLAST?

POSSIBLY, IN THE CASE of a near-by high-powered sending station; never, if the station is a mile away. Small amateur radio-plants could of course have no effect at all. This question, we are told by *The Explosives Engineer* (Wilmington, Delaware), has recently been investigated by the U. S. Bureau of Standards. The wide-spread use of all kind of electrical apparatus, some of it at high tension, makes it desirable that care should be exercised by persons in charge of circuits attached to explosives or even to devices susceptible to injury by sudden discharges. There are several cases of premature explosives due to lightning, and a number of unexplained accidents that might have been caused by induced commercial currents. We read in the paper named above:

"The increasing use of wireless and radio apparatus has led industrial users of explosives to speculate whether the electrical currents released by this might not cause premature explosions when charges are connected up for electrical firing. Obviously, this is a startling line of inquiry, the answer to which will deeply interest all those who engage in electrical blasting.

"The matter has been put before the electrical bureau and the radio division of the Bureau of Standards at Washington, and representatives of each exprest the opinion independently that it would be impossible for an electric blasting cap circuit to collect enough energy from a radio station to fire a cap, unless the cap circuit were less than one mile from the radio station. This opinion was based on the assumption that one-quarter of an ampere is a dangerous current.

"Four-tenths of an ampere is usually the minimum current that must pass through the bridge wire to fire one cap; but this would be too weak a current to use in a series because of the leakage that occurs in most circuits. The manufacturers recommend at least one and one-half amperes to the circuit when caps are connected in series, and three-quarters of an ampere per cap in parallel connection. It would seem, then, that this estimate allows a liberal margin of safety and that blasters need have no fear of radio currents one mile or more from the station. This refers, of course, to high-power stations. The small radiophones used in dwellings need not be considered.

"Premature explosions caused by lightning have been reported, and during atmospheric electrical disturbances blasting should never be allowed. This applies to underground as well as surface operations, because the oscillatory current induced by lightning may be led into the mine through power or lighting lines. Another possible source of accident was pointed out by the government experts in the induced surges from high-power lines when a circuit-breaker is opened. They reported a recent case of surges induced in telephone lines by the opening of circuit-breakers on the high-tension lines of the New York, New Haven, and Hartford Railway that carried several thousand amperes. The telephone lines were on a highway a short distance from the railroad right-of-way. Surges up to ten thousand volts were induced and led to the telephone central, injuring a number of operators.

"We have found no record of a premature explosion that could be definitely traced either to induced currents from alternating current lines, or induced surges from direct current lines; but there have been unexplained accidents which may have been so caused. Those resulting from lightning are rare, but their occasional occurrence is beyond doubt. Every one who engages in electrical blasting should recognize these possibilities and take every precaution to guard against them."

AN AMERICAN BOTANICAL IMMIGRANT—The French Academy of Sciences has recently received a report upon the desirability of introducing an American plant, a sort of grass called the *Spartina Townsendi*, on the shores of the Bay of Mont St. Michel, in order to bind the shifting sands, a sort of territory which it prefers to richer ground. The plant furnishes excellent fodder for cattle and also forms a possible source of paper pulp. Introduced by accident in 1879 into the Bay of Southampton, at Hythe, this plant has spread rapidly along that part of the English coast, flourishing vigorously in spite of the fact that it is under water for half the time. Messrs. Corbière and A. Chevalier strongly recommend that it be introduced to the French coast.

THE PASSING OF THE SHACK

THE AMERICAN DOES NOT LOOK to see his country collapse—not in his own day, nor in that of his great-great grandchildren. "Manifest destiny" is a phrase always on our tongues, and we have always thought of destiny in terms, not of years, but of eons. And yet we often go about our work as if we thought that the United States would crumble into dust at the expiration of a few decades. Especially, says the writer of an editorial in *The Engineering News-Record* (New York), have we failed to build for permanence. There are signs, he thinks, that we are doing better in this regard; our great engineering works, like the Panama Canal, are for all time, but our dwelling-houses are still intended only for one generation. Says this writer:

"Looking back over the changes in our practical arts during the past three or four decades one may discern a slow but continuous movement toward assuring longer life of their products.

"Some generations ago none but the water-supply engineer thought it worth while to plan far into the future; one may suspect that the general excellence of the country's water service traces back to this early perception of long-time values. On the other hand, the men who planned roads, railroads, bridges and buildings hardly looked beyond their present. They could not afford to plan more farseeingly, perhaps, or they were too busy with the task of building quickly.

"Much waste followed in the train of these old-time practises. Loss by fire, by decay and by many kinds of obsolescence has borne heavily upon us and has taught us much. We have been learning step by step that it is not profitable to continue to do as we did in the years of mushroom growth. The present-day demand is unmistakably for permanence.

"Changes in building construction are of similar meaning. Mercantile building has advanced far toward being established on a standard of permanence, largely, however, through the dictates of fire protection rather than the thought of planning for permanence.

"Not so in the field of dwellings. We have grown out of the shack-town period of the Chicago conflagration, but we do not yet strive for permanence in the fullest sense. Nowhere are houses planned and built to be lived in as homes for long decades. The zoning movement may operate to improve the conditions responsible for this fact, but its influence can not yet be forecast. As matters stand to-day, our dwelling-house construction remains poor and ephemeral, as much so in the case of the planned house of the well-to-do as in that of the carpentered homes of the masses. Therefore we rebuild and will continue to rebuild every twenty-five years, until a more conscientious spirit comes into control and the planner strives to make each brick and each joist a thing that will serve its full purpose far on into the indefinite future.

"This is the coming spirit of all the engineering arts. The engineers of the pioneer era built well, no doubt, for their day of uncertain and speculative development, but the conditions of those days have disappeared. Future needs will be met truly only if permanence becomes the ideal of all planning and building."

THE WORLD'S DEEPEST MINE—Brazil now boasts the deepest mine in the world, at St. John del Rey, we are told by *The Engineering and Mining Journal-Press* (New York). Says this paper:

"It may interest our readers to know that recently it has attained a vertical depth of 6,726 feet where the temperature of the rock is 117° F., necessitating a system of artificial cooling on a large scale. This has proved successful, but the steplike series of shafts and levels by which the bottom stopes are reached has become so cumbersome as to involve an excessive cost in hoisting and ventilation. A more direct entry, by means of a vertical shaft, is being considered—belatedly, it would seem to a detached critic. It is pleasing to add that the veteran manager, Mr. George Chalmers, is able to say that the last year was the most successful in the company's history—at any rate since 1884, when the mine was a comparatively young prospect. Further, the ore in the bottom workings shows no signs of a decrease in gold content, so that the St. John del Rey constitutes a remarkable exception to the usual impoverishment of lodes in depth."

THE ONE BEST WAY TO WORK

NO MAN KNOWS SO WELL how to work that his method can not be improved, says Frank B. Gilbreth, in a report of the Fatigue Committee of the Society of Industrial Engineers, abstracted in *Iron Trade* (Cleveland). Improvement comes from the microscopic investigation of the motions performed in an operation; and the one best way thus evolved can be studied and imitated by the worker, by the use of the "magster"—an inexpensive stereoscopic motion-picture machine devised by Mr. Gilbreth. All managers know, he writes at the outset, that the merits of the methods used by different workmen vary greatly. Few realize the extent of variation. He has not yet found, he says, any two workers who do their work in exactly the same manner. In 37 years in motion study he has never found a method of any worker that could not be improved upon by substituting in part the method of some other worker, or a method that could not be improved by the leisurely examination of records. He goes on:

"Inferior methods of many journeymen are handed down through generations of apprentices who do not realize their resulting handicap and who try to imitate whatever is taught to them regardless of how inefficient it may be, while the few pupils of the most expert do not necessarily have the opportunity to acquire the special skill or the superskill of the expert.

"The device here presented is an inexpensive stereoscopic viewer of magazine-rolls of moving-picture photographs on paper, of time and motions. It is called the 'magster' for short, signifying a magazine filled with stereographs. It has been used to permit all investigators and learners alike to see the superexpert's methods in infinite detail in a leisurely manner. No longer is there excuse for the misled apprentice and learner and the perpetration of inferior designs of tools, unnecessary fatigue-causing work places and inefficient methods of work.

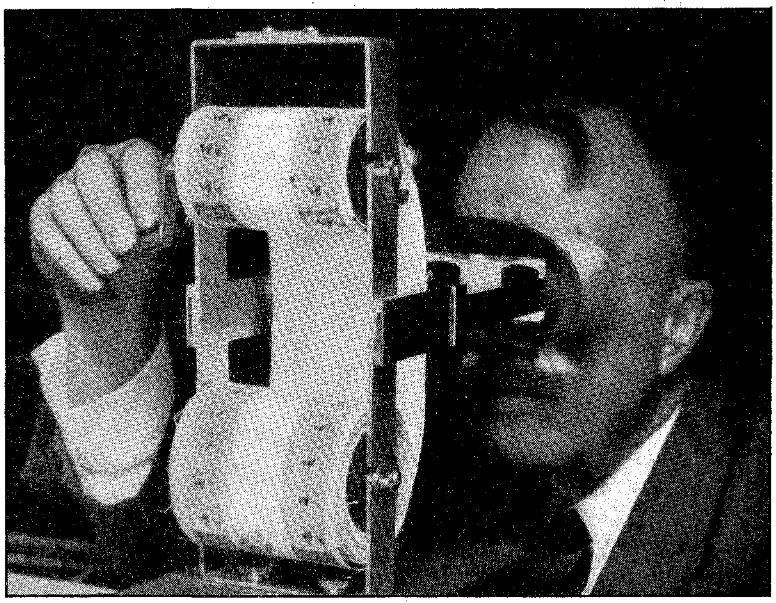
"This device provides what in effect are consecutive stereoscopic snapshots. Each picture gives exact time, relative time, exact speed, relative speed and direction of motions. In fact, the magster furnishes all that is needed to permit complete examination as slowly and as leisurely as may be desired, of all the peculiarities of conditions and method that enable the best worker available to demonstrate the best way to do work.

"The demonstrations of the one best teacher are as usable after he passes away as when he lives at his best. The machine permits the slowing down of motions made at the speed of practise to that of still pictures. It presents to the learner not merely moving pictures but consecutive snapshots showing the elements of causes of skill.

"The magster is usable by those who do not have the opportunity, the superexperts, to demonstrate apparatus available, or the technical experience and knowledge to capture and record in complete detail the one best way to do work. It puts the long years of research, development and practise of micromotion study within the reach of the nontechnical foreman and worker, the apprentice and the beginner. As a result, the magster now makes it no more necessary for the one who wishes to see the one best way to do work demonstrated, to make the record, than it is necessary to make a graphophone record in order to use such a record.

"This device is offered to the engineering and teaching professions without patents, with the hope that each community, school and library will have rolls of records of the superskill of the best demonstrator obtainable, regardless of where he may be and regardless of whether he is living at the time that his superskill is examined and imitated. Thus, it is possible now to present to the apprentices and workers of the world the chance to see the methods of the best workers available, in their chosen life work, which is a step toward their acquiring first habits and automaticity in method.

"Knowledge of the one best way to do work disseminated throughout the world would help to reduce the gigantic preventable waste which has been evaluated as averaging more than 20 cents per day per worker in the United States."



By courtesy of F. B. Gilbreth.

THERE WILL BE NO MORE BAD WORK.

That is, if every concern is equipped with this inexpensive "magster," and every workman uses it and is willing to learn from it, then each worker, according to Mr. Gilbreth will be able to work just as effectively as the most expert. The accompanying text tells why.

LEFT-HANDED ORATORS

RIGHT- AND LEFT-HANDEDNESS have often evoked interesting discussion, but the fact that there are right- and left-handed speakers has escaped record, until noted in a letter to *Science* (New York) by W. Gilman Thompson, who says that he has frequently verified it by observation. Given an oblong audience hall where the speaker stands in the center of one side, unless he be a practised speaker, he usually will address the majority of his remarks toward one or the other end of the hall, depending upon whether he be right- or left-handed. Writes Mr. Thompson:

"In illustration, I recently listened in a hall of this description to two cultivated Englishmen. One was an orator accustomed to speak in the House of Parliament, where the audience surrounds the speaker on all sides. He turned equally to the right and left of his audience, but the other, a general, more accustomed to the battle-fields than the rostrum, gesticulated with his right hand so forcefully that he pulled himself around to face his audience upon his right, to the almost complete ignoring of those seated upon his left. Meanwhile, in his embarrassment, with his left hand he clung to the lapel of his coat, which further precluded his turning toward that side!

"In a medical lecture-hall into which an adjoining room often is thrown open to accommodate an overflow audience, there is a narrow but tall reader's desk at the center of one side. It is amusing to note that the right-handed speaker often leans upon this desk with his right arm, thereby turning himself to address his audience upon his left, but should he remove his right arm to gesticulate (which medical speakers from the nature of their subject rarely have occasion to do), he pulls himself around to face the opposite end of the wide but shallow hall. The left-handed speaker does the reverse.

"As the majority of speakers are right-handed, I have found it an advantage for hearing to sit in the audience upon their right side, unless there be a tall reading-desk, when it is safer to sit upon their left!

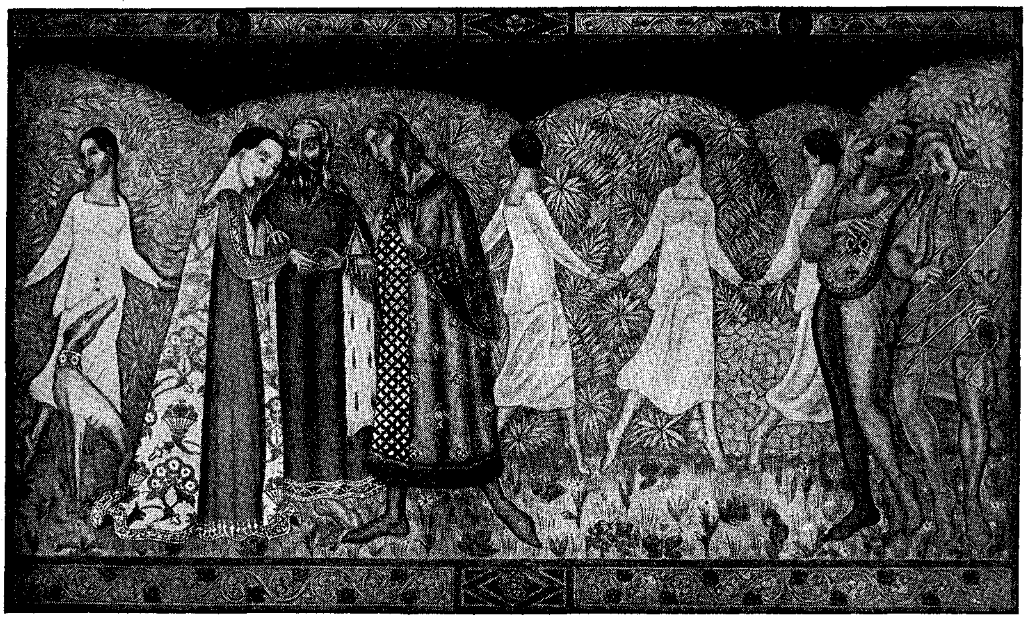
"Related to this topic is the question of right- and left-eyedness, which was discust in *Science* some time ago. Apart from any question of possible difference in acuteness of vision is the fact that many persons can not close the two eyelids with equal facility, which sometimes may account for poor marksmanship. In sighting a shotgun, for instance, from the right shoulder, if one instinctively closes the right eyelid much more readily than the left, in order to use the left eye one must bring the head much further over toward the stock of the gun, and failure to do this quickly and completely results in poor aim, particularly in rapid firing, as in taking birds on the wing."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

RENAISSANCE FRESCOES IN FLORENCE BY AN AMERICAN

BROWNING'S "RING AND THE BOOK" was the result of the chance discovery, on a bookstall, of an account of a trial held in Italy ages ago. A "tupenny" find you would say, but with what results! By the chance discovery on a Paris bookstall of a book by Cennino Cennini, the fourteenth-century painter, an American artist, Gardner Hale, recovers the old and nearly forgotten art of fresco painting. And the interesting thing about his practise of this new old art is that his most important work is to be found on the walls of Florentine villas in the very city where the old-time art flourished so vigorously. "Fresco painting has never quite been allowed to die out in Europe," says Henry James Forman, writing of Mr. Hale's work in the New York *Times Magazine.* "But it has fallen away and deteriorated steadily since its great Tuscan days." Some of the secrets of color-mixing and application had perished, we are told, and many who have seen the frescoes of the Villa Palmieri in Florence, and of the Villa Boccaccio, and other Italian examples, had about come to the conclusion that the secrets of the old art were unrecoverable. Mr. Forman holds the optimistic faith that "an art or craft that has had a past is bound to have a future," and he finds a perfect exemplar of his faith, and of the providence that watches over these old arts, in the case of Mr. Hale, whose career he first sketches:



Courtesy of the New York "Times."

AN OLD ART, NEWLY INTERPRETED.

A fresco by Gardner Hale in the Villa Razzolini, depicting a scene in the life of St. Julian the Hospitaller.

> "Gardner Hale has been decorating villas and palaces in Florence, and the present writer has seen the cement-mixers and workmen who helped the young American in the rougher parts of his task by giving him a respect that amounted almost to the reverence they might have bestowed upon Giotto himself were he now among them.
>
> "Hale has not imitated the old fresco painters' surviving work. What he set out to do was nothing less than to rediscover the secrets and methods of those old artists who not only could paint, but who could make their work last for eight or ten centuries upon the walls of churches and palaces. For this minute study Hale received from fortune extraordinary opportunities. His father, Professor William Gardner Hale, was the first Director of the American School in Rome. This brought young Hale, when he was still a boy, in very vivid contact with Italian art.
>
> "Later, the boy, who knew very early that he intended to be an artist, studied in France, in England and with Birge Harrison in America. After leaving Harvard University he went to Paris again, and there, at Julien's, became a pupil of Maurice Denis. It was while working with Denis that he discovered by accident the book of the Quattrocento painter, Cennino Cennini, upon the mediums of his day. By Cennini's aid Hale realized that fresco painting, the medium to which he had felt most drawn, the medium accounted utterly 'dead,' was perfectly practicable to-day.
>
> "He began feverishly to experiment. Cennini describes the process with extraordinary and minute detail. Since the Italian's day, however, most, if not all, the materials have completely changed. It was necessary for Hale to make exhaustive experiments in limes, of which there are hundreds of kinds, in sands, in the behavior of colors."

The process and the examples that have resulted from Mr. Hale's experimentations are next set before us:

> "The fresco, the old 'buon' fresco of Italy, is painting on freshly laid plaster with colors ground in water. The plaster is composed of lime and sand. The only colors that can be used are those which resist the alkaline action of the lime, that is to say, the earth colors. Among these are a few mineral colors requiring a certain careful preparation, and still fewer of the modern chemically made mineral colors. The plaster is laid day by day, following a very exact cartoon, and each day that amount of plaster must be painted and finished before nightfall, as the next day the plaster would be too dry and the colors would no longer hold.
>
> "The colors must dry with the plaster and become an essential part of the wall surface. It is a point of economy as well as of craftsmanship to have as little as possible of unpainted plaster left at the end of the day, for it must be cut away and laid on fresh the next day for painting. The edge of the new must touch the old plaster delicately, without a seam. It resembles the laying together of a picture-puzzle.
>
> "The artist, therefore, obviously, must be a skilled mason and plasterer. The adhesion and permeation of the color, its brilliancy, all the varying effects and values of shade and surfaces, depend largely upon the skill of the plasterer. It was only after having plastered several rooms himself that Gardner Hale felt he could trust the plastering to skilled masons working under his direction. In Florence alone did he find a single plasterer who had learned his trade from a line of ancestors engaged in the same trade dating almost to the great age of the fresco. In America he was at least once asked to show his card as a member of the Plasterers' Union, when he was doing the work himself, and he was threatened with a strike.
>
> "His first important work in fresco was done in Paris, in the home of Mme. Giselle Bunau-Varilla, niece of the engineer of

Panama Canal fame. In America, subsequently, he decorated a breakfast-room in fresco in the house of J. F. Carlisle, at Islip, Long Island; a dining-room for Bertrand G. Work, at Oyster Bay; and he made the cartoons for a loggia on the estate of the late John Dodge, the motor manufacturer, whose death interrupted the work.

"Then he was called to Florence. His Florentine work virtually reopens the history of fresco in that city. The Villa Razzolini, overlooking the Arno, thanks to Hale, now has a series of frescos that art students, writers and tourists will be coming to see in ever-increasing numbers. This fourteenth-century villa is now owned by Timothy Mather Spelman, a New York composer.

"For the main living-room of that villa, Hale painted a series of panels representing the life of St. Julian the Hospitaller, after the version of Flaubert. Without attempt to describe in detail the dozen or so of great panels, the triangles, borders and decorations, it may be said that the figures, the colors, the proportions and the harmony of all strike the beholder as the most authentic work yet seen in modern fresco. It seems, indeed, so near to the old frescos in the medieval villas that any one of the old masters of fresco might have signed the work. Yet let no one imagine them as imitations. Tho in the old tradition they are the work of an artist of to-day, marked by the gift of individuality.

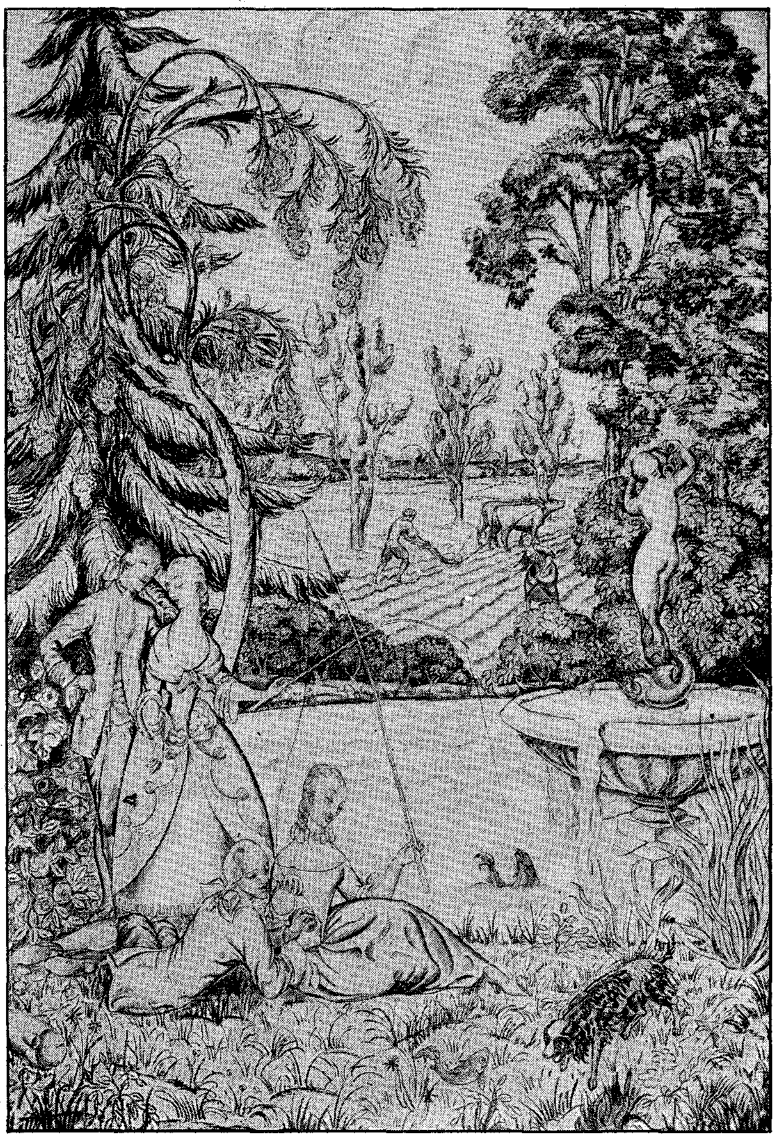
"Hale's next work in Florence was the decoration of a room in the palazzo which J. Walter Spalding, the father of the American violinist of that name, owns on the Lungarno in Florence. This room, in Hale's judgment, could be best treated in tempera, since each room presents its own problem. Of tempera, too, he had made a study, going back to the days when the older masters used it. Its essential characteristic is a binding material for the colors made of the yolk of egg. Last spring the writer had the privilege of seeing those three large panels and four over-doors in the Palazzo Spalding. They represent the seasons — seedtime, harvest and garnering, and all with a luminosity and mastery that is enchanting.

"For the Tuscan landscape which he represents he seems to have the Tuscan feeling. And to enter that room is to be filled with a soft sense of wonder and quiet happiness. It is a dining hall, and the original Italian decorations, of a bad period, remnants of which remained, had an effect of gloom. The owners of the palace seemed to be in a rapture of delight over the new decorations displacing the old. Some of Hale's workmen, color dealers and the like in Florence, tho they know him to be American, persist in calling him *il pittore Francese*. Somehow they can not bring themselves to admit that an American is able to do all that in the city of Florence."

WHO MAY BE LAUREATES—State rights in the matter of choosing laureates is likely to go unchallenged. The few States that have crowned a poet may set an example to be followed by some others; those who are undesirous of such an office may continue to find material for harmless derision. The Boston *Transcript* sees no likelihood of a Federal laureate, tho it canvasses some of the future possibilities in State appointments:

"The States of the American Union are accumulating poets laureate one by one. Without attempting to cite the names of them all, there are at least Judge Wendell Phillips Stafford, duly constituted laureate of Vermont, and Mrs. Nellie Burget Miller, laureate of Colorado. Kansas quite naturally has a laureate, but as he is unknown to fame in this part of the world, we have forgotten his name. Neither have we read any of Mrs. Nellie B. Miller's poetry. But of Judge Stafford's verse we have read much, and there can be no hesitation in saying that the Green Mountain State has made a worthy choice. The choice, moreover, was a difficult one, for Robert Frost is officially a resident of Vermont. If Massachusetts desires a laureate, she is reduced, apparently, to a choice between Miss Amy Lowell, Miss Katharine Lee Bates and Mr. Denis McCarthy. Michigan, naturally, has a laureate ready-made in Edgar A. Guest. Illinois could certainly place no name, among her poetic children or residents, above that of Vachel Lindsay. New York has so great an embarrassment of riches in this line that choice would be difficult, for that State is not only the official home of Edwin Arlington Robinson but also of Louis Untermeyer, of Arthur Guiterman, of Don Marquis, of Sara Teasdale and of Edna St. Vincent Millay."

An "all-American laureate" is another matter:



LUMINOUS ENCHANTMENT ON A FLORENTINE WALL.

Spalding, the violinist, may gather inspiration from the wall of his home in Florence, which Gardner Hale has decorated in the manner and spirit of the old masters.

"A national laureateship implies some sort of general agreement regarding the nature of poetry, or a national response to its magic. No such unanimity of choice or inclination is attainable here. When Tennyson or Wordsworth was poet laureate of England, there was no doubt whatever that his lines answered to a national sentiment—to a real English impulse. Not only is England a compact little nation politically, but it is peculiarly homogeneous along lines of sentiment and taste. Time was, perhaps, when America was equally homogeneous. It is so no longer. An official bard for our forty-eight States would be an absurdity. Not so for the separate States. If each does not, within itself, possess a common sentimental or romantic impulse, it surely ought to. The laureate of the cloud-capped granite hills, of the boundless prairie, of the lavender-gray desert, of the rolling Mississippi, of Puget's inland sea, is a possibility. If Sidney Lanier were living, for example, he might readily, after 'A Mocking Bird at Tampa,' or 'The Marshes of Glynn,' be laureled as the poet of Florida or of Georgia; but he would hardly do for Maine or North Dakota. Walt Whitman might easily have been laureled as all-America's poet; but who can tell when another Whitman will be born?"

WHAT KILLED LORD CARNARVON?

THE WORLD OF LETTERS seems set up against science, so far as Miss Corelli and Sir Conan Doyle represent the former and Lord Carnarvon the tragic martyr of the second. A flea bite or a mosquito bite is all the reports assign as the inciting cause of the latter's death; but those whose converse deals with the spirit world know better. Miss Corelli quotes from a rare book in her possession, one "not in the British Museum," which threatens "the most dire punishment to any rash intruder into a sealed tomb." Sir Arthur Conan Doyle, now in America, is quoted by the New York *World* as believing "the supernatural may have been responsible for the death of Lord Carnarvon." A dispatch to the New York *Times* also states that "persons all over Great Britain are sending their Egyptian treasures to the British Museum, fearing to retain them, as they believe that Carnarvon was killed by Tut-ankh-Amen's 'Ka'—his soul's double as it is called." Sir Arthur does not lay Carnarvon's death to the Pharaoh but to "elementals." Thus he is quoted:

UNDER THE OLIVE TREES.

Modern technique interpreting old-world feeling is achieved by Gardner Hale in another of the Spalding frescoes in Florence.

"It would seem to me that after something like 3,000 years, it is to be hoped that the ghost of the King would have something better to do than to hang about the tomb. It is possible, however, that an elemental, as we say, has been built up by the spirits; a sort of a guardian elemental remaining there, while his own spirit has learned the futility of it all and gone on.

"One can't say, of course, about these things, but it would appear that this digging up of tombs is rather dangerous business. The men who first robbed this tomb, as we know, were tortured to death, so they didn't profit by it, did they? They were low-class Egyptians. But that isn't the only case. There was the son of Sir William Ingram, publisher of *The Illustrated London News*. Sir William told me the story himself, so I know it is true. His son dug up a mummy in Africa, and on the breast of the mummy there was some sort of an inscription, to this effect:

"'May the person who unwraps me die swiftly and may his bones never be found.'

"I don't remember just the exact wording. But the young fellow, after he had found the mummy, went heavy-game hunting and was killed by a buffalo. His companion had to go for aid some distance and left the body in a sort of a trench. When he returned the body had been washed away by a torrent and so it never was found. Now there you are."

One would respect the protest "so far as it represents consideration for half-civilized people whose sanctities might be outraged," says a hard-headed writer in the Manchester *Guardian*. But for any one of us to object to the examination of a tomb 3,000 years old, he thinks, is "pure sentimentalism." The writer proceeds in a vein at once humorous and ruthless:

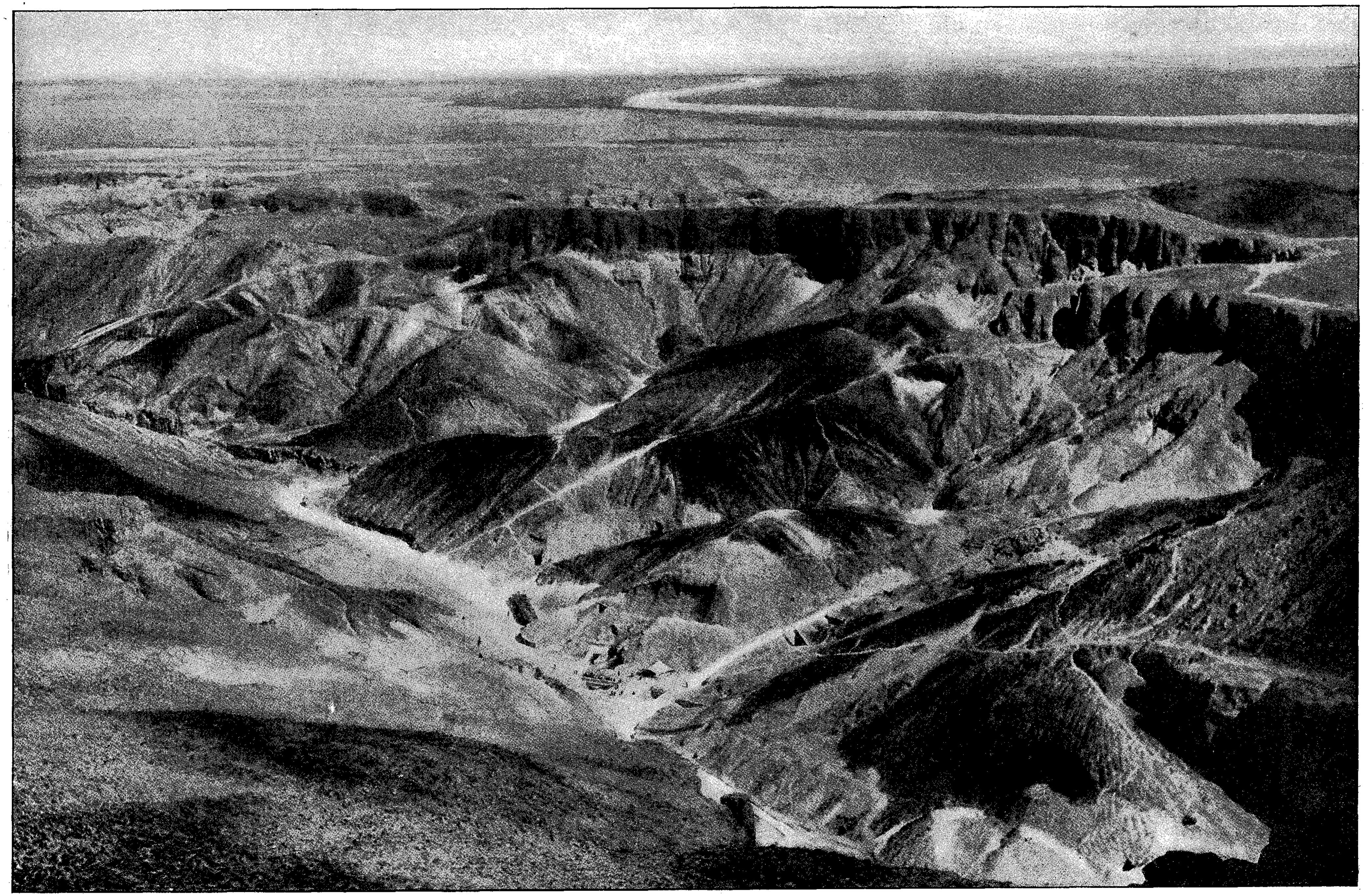
"Tut-ankh-Amen, or what is left of him, has had a long spell of privacy, and if he wanted to 'dry-rot at ease till the Judgment Day,' he shouldn't have taken so many valuables with him. This, of course, is a crude way to put it, for tho I suppose he may have superintended some of the preparations for his eternal repose he was doubtless the subject of traditional, extravagant custom. Perhaps his obsequies were on an exceptional scale, and it might have been awkward when an Egyptian king died soon after his predecessor; there must have been some difficulty, one would think, in getting up steam again and producing a decent outfit.

"The Funeral Reform Association, if it still exists, must feel that we have made some progress in the last few thousand years, but there is something to be said for a custom that gives such historical and archeological results. We do not now concentrate so tremendously on the burial of a monarch, but the world would be a poorer place if the generations did not attempt a reasonable amount of perpetuation. And I think that now if Tut-ankh-Amen is looking on from some point of vantage in the shades or elsewhere he must be sufficiently spiritualized to take it all calmly; unless, indeed, still subject to our emotions, he is excited, elated. Many of us at some time, in some degree, have had dreams of impressing posterity, and he, after all these quiet centuries, may be exhilarated to find himself again a great personage. Death has its privileges, but to become taboo need not be one of them. Man brings nothing into the world, and if he attempts to take something out, we want to have a look at it. Shakespeare is supposed to have anathematized whoever should disturb his bones, but if we thought that the MS. of another 'Hamlet' was with them, we should soon be digging. One wouldn't countenance morbid curiosity, but Shakespeare was a man of the world, and I'm sure he would acquiesce. Some things are best hidden, but revelation is not necessarily impious, even tho it have elements of pathos or regret. I recall that beautiful speech of Mr. Hardy's old woman when *Mrs. Henchard* dies: 'And all her shining keys will be took from her, and her cupboards opened; and little things a' didn't wish seen, anybody will see; and her wishes and ways will be all as nothing.' It is inevitable; it is the way of the world. The Egyptian king's cupboards have been kept closed for a long time."

This view is also entertained by the New York *Herald*, also with something of an air of finality:

"Science has the better of the argument. Lord Carnarvon was bitten by an insect at a time when, weary from work, worn by excitement and perhaps low in vitality because of the climate, his system failed to overcome infection. Pneumonia caught him at the ebb of resistance and made him its victim. It was no Egyptian god that slew Carnarvon, but his own restless defiance of the laws of nature, exprest in overwork, coupled with accident.

"Carnarvon made a great name for himself. He was as indefatigable in his reconstruction of the past as his father, who created the Dominion of Canada, was in the making of the future. The Earl spent years and a fortune on his searches in the Valley of the Kings. If he wished fame, he has it. For a generation to come every mention of Egypt will recall Tut-ankh-Amen and the man who found the treasure-laden tomb of that hitherto obscure monarch."



From "L'Illustration," Paris.

THE LONELY VALLEY OF THE KINGS, TO WHICH THE WORLD'S EYES HAVE LATELY BEEN TURNING.

[illegible] of Tut-ankh-Amen can be seen as a small speck in the lo[illegible] center, surrounded by the sand wa[illegible] [illegible]ian chain and the sinuous Nile in the upper right hand slowly winding to the horizon.

WHAT THE GERMAN OPERA TAUGHT US

THE WARTIME REACTION against German music and the German language has sunk with hardly a trace—at least in New York. This was the chief lesson of the German opera season just closed here, to be taken up in Boston and possibly other cities. It is not admitted that we have had a new revelation of Wagner. True, the stated purpose of this organization was to perform the music dramas of the great master correctly and in a manner known to Germany but not to us, but the critics of the New York papers are not uniformly convinced. Those who are not weighted down with too many memories of the past were the more easily pleased. Mr. Taylor of *The World* has been one of their chief admirers; Mr. Henderson of *The Herald* has been a stern judge; what Mr. Krehbiel's final opinion would have been, we shall not know. In the beginning he was not moved to abdicate the claims of America as an adequate producer of Wagner. His temporary successor on *The Tribune*, Mr. F. D. Perkins, declares "The Wagnerian missionaries had nothing new to teach us. For in spite of a certain German opinion that nothing done outside of Germany can equal what is performed within its boundaries, with a corollary that a German company must have drunk from a spring of true Wagnerism inaccessible to an American one, we had Wagner performances here in the past equal to anything on the other side." He gives his considered opinion in these words:

"The artistic results were varied—if a single adjective is to be used, it might be 'fair,' with extremes of some very good performances and some very bad ones—while the financial results were without doubt a deficit. But the company has attracted sufficient subsidizing for ambitious future plans, probably some distance beyond what originally had been expected. The Germans go, but, we are told, to return next autumn and add Mozart to their Wagner, and, maybe, become a permanent organization in this country. Operatic plans, of course, are probably the most uncertain in this uncertain world, and whether we shall see Josef Stransky raise his baton in the Metropolitan Opera House next November for the opening bars of 'Don Giovanni' remains for next November to tell. The management assures us that we shall."

The point that the "German manner" was to be the note is accepted by Mr. Henderson in *The Herald* in a mildly ironic vein:

"The Wagnerian dramas have been presented as nearly as practicable in the correct German style and not as we are accustomed to find them presented at the Metropolitan Opera House. They have been given with admirable devotion, with profound sincerity, with subordination of self by all the singers to an artistically cooperative ensemble, and with the discipline acknowledging the conductor as the arbiter of every performance.

"For all this the gratitude of music lovers is due. The staging of the operas has been inadequate because the scenery has for the most part been badly painted and did not fit the stages on which it was used. The plans of the stage managers in regard to lighting effects have miscarried too often because the theaters used could not meet their demands. The costuming of the works has been commendable, but, except in the case of 'Die Meistersinger,' not distinguished.

"In all these respects the visitors have shown no superiority. Lighting effects and stage management are frequently defective at the Metropolitan, but the mounting of operas in this permanent establishment, guided by an impresario who has special skill and enthusiasm in this department, remains unchallenged except by one or two famous opera houses of Europe.

"The revelations of the Wagnerian festival in the musical interpretation of the dramas were not impressive. . . . There was some fairly good singing, no really fine singing, and much that was very, very bad. In some cases there was not even the time-honored explanation that the bad singing was caused by overanxiety to make the text clear. Some of the bad singers could not be understood at all. Theirs was just the plain and simple art of the typical 'stadt theatre,' where voices customarily indicate melodies and hint at possible beauties."

The Evening Post treats the subject editorially, tho we may probably assume the pen to be Mr. Finck's:

"Except in the matter of cloud scenery, the company from Berlin could deliver no new message to a city which in the days of Seidl, Lehmann, Nordica, Eames, Brandt, and De Reszke boasted better Wagner performances than any German city, including Bayreuth. It proved to us, however, that there are conductors and singers in Germany to-day some of whom would easily bring an increase of strength to our Metropolitan, which no doubt will profit by the discovery."

Mr. Glen A. Bennett of *The American* reviews the season with enthusiasm, noting that not in many years has New York supported a seven weeks' uninterrupted run of German opera:

"A chapter was added to the musical history of this city by the remarkable achievement of this handful of strangers.

"Burdened with debt and facing a fortnight of possible failure, the company took possession of the Manhattan. Its occupation of that opera house had a romantic value, for, in a measure, it realized an unfulfilled ambition of its builder, the late Oscar Hammerstein.

"Mr. Hammerstein made futile plans to give a season of Wagnerian and other German operas at that house with Teuton artists specially trained in that particular branch of music drama. He did not live to carry out his intention.

"The original two weeks' engagement of the Wagnerian Festival was lengthened to four and afterward extended to seven, the last three weeks at the Lexington Theater. A lukewarm American début became a lusty success and the season on the East Side recorded many capacity houses.

"During the New York visit fifty-six performances were given. Of these, nine works by Wagner were sung and one each by Beethoven, Weber, Humperdinck, Nicolai and Flotow. Two complete cycles of 'Der Ring des Nibelungen' were presented here for the first time in several seasons. Many of the operas produced, notably 'Goetterdaemmerung,' 'Meistersinger,' 'Fidelio,' 'Flying Dutchman' and 'Freischuetz,' had long been absent from local opera activities. The enthusiasm with which some of these were welcomed may be taken as a hint as to the appetite of New York's opera patrons."

The disclosure of the "Merry Wives of Windsor" brings home to Mr. Taylor of *The World* that economic conditions with us make it impossible for a work like this to be presented except by such a traveling company:

"For, consider: The Metropolitan is not the place for it. We did not hear the Metropolitan production of 1900, but we would wager no small sum that its spoken dialog evaporated and its innocent tunes sounded thin when they were heard in that vast auditorium, even with Sembrich in the cast and Pauer conducting. It belongs in a house like the New Amsterdam or the Jolson Theater. But the score needs good voices to sing it and an orchestra of at least forty-five men to play it. And we can't afford the expense. We have killed comic opera in this country, killed it with specialty dancers and non-singing chorus girls and runways and bare legs and vaudeville comedians. Where there were 100 singing actors in America twenty years ago, there are five to-day. Where there were 100 chorus girls who could sing, there are perhaps ten. What few are left command star salaries. 'The Merry Wives,' produced with the cast, chorus and orchestra that it needs for a decent presentation, would cost nearly $10,000 a week in salaries alone.

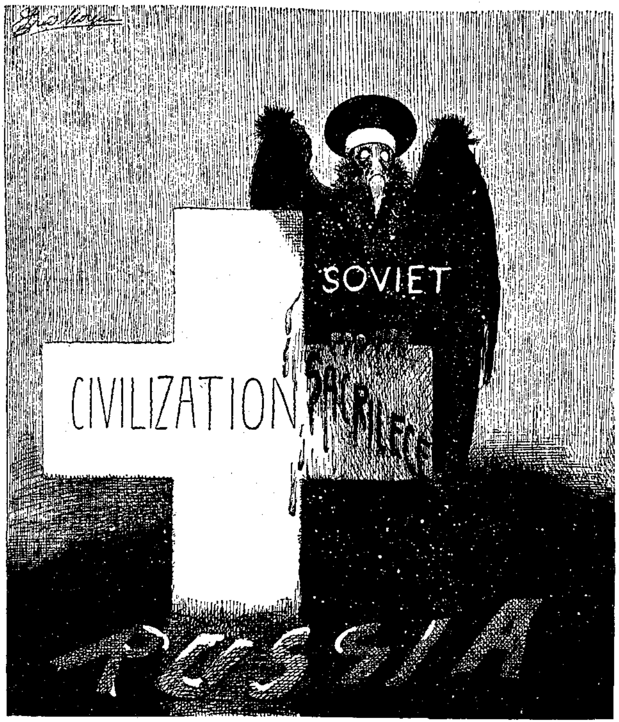
"If it were a spectacle solely, a typical modern revue which asks no mental effort of its audience beyond the faculty of attention, it might appeal to enough people to make it pay, even at such a heavy initial cost. But it is not. It demands a willingness to listen to adult light music, intelligence enough to enjoy a Shakespearian slapstick farce, and imagination enough not to need a complete change of scenery and costumes every eight minutes. So there is no audience for it—in the commercial sense, at any rate. There are about 30,000 people in New York who would enjoy it—enough to keep it going for two weeks. And that is not enough. It wouldn't be worth the investment.

"If we had a real opera comique in this town, a company of good singing actors and a good 'minimum' full orchestra, playing a repertory of such operas in a moderately large theater, the 30,000 might be persuaded to come every two weeks, and the venture might be profitable, even with a big salary list. But we have no opera comique here to house 'The Merry Wives' and its companions. We have only the Metropolitan, which is too big for it, and Broadway, which is too stupid. So it may be another twenty-three years before we hear 'The Merry Wives' again."

RELIGION-AND-SOCIAL-SERVICE

ALL FAITHS UNITED BY THE RED ASSAULT ON RELIGION

THE BLOOD OF MARTYRS is the seed of the Church, and there seems to be no question outside of Soviet circles but that Monsignor Constantine Butchkavitch, Vicar-General of the Roman Catholic Church in Russia, was butchered to make a Bolshevist holiday, and that he was as truly a martyr as those who fed the flames while Rome listened to Nero's fiddling. The whole world, as news dispatches show, shuddered at the sentences imposed on the Vicar-General and his comrades, and every means known to diplomatic usage were resorted to in an endeavor to save them. Floods of cablegrams, telegrams, and letters were received in Washington and the capitals of Europe seeking intervention in behalf of the condemned men, and the sentence was as passionately denounced by Jewish rabbis and Protestant clerics as by those of the Vicar-General's faith. While the appeals were of no avail, and were even resented by the Soviet authorities, it is comforting to some commentators to note that underneath theological and credal differences lies a bond of union which becomes like shackles of steel when atheism seeks the dethronement of God. And this, we are told, is the Bolshevist program. It is made clear in news dispatches that the Vicar-General was executed and his comrades sentenced to imprisonment not because of any treason against the Soviet Government but because of their religion and their fervid declarations that they would continue to say mass and to teach religion to children under eighteen—both forbidden by law. Archbishop Zepliak and the Vicar-General were condemned to death, but the Archbishop's sentence was afterward commuted to ten years' imprisonment as a sop to proletarian sympathies. Monsignor Butchkavitch was taken to the cellar of the Cheka in Moscow and shot to death from behind.



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RECOGNIZED AT LAST

As being outside the Pale of Civilization!

Convinced that the Roman Catholic prelates and priests never engaged in any plot against the Soviet Government, Francis McCullagh, correspondent of the New York *Herald*, declares: "Their persecution was on religious grounds alone. It is the first item in a program for the destruction of Christianity in Russia." Through the exercise of journalistic ingenuity, Mr. McCullagh was able to attend the trial from beginning to end, and everything written by him, he assures us, is based on his own observations. His first dispatches never left Moscow, but once safely across the border he filed a lengthy dispatch in which he recites in grim detail the farce enacted in the form of a trial. Krylenko, who conducted the prosecution, and Galkin, "a renegade priest," the presiding judge, made it perfectly clear, we are told, that the prosecution was merely a thinly disguised attack on religion. They asked every one of the clerical prisoners whether they had taught the catechism to children, and every prisoner answered yes. As the story is continued by Mr. McCullagh in *The Herald:*

> "They then read the Bolshevist law, which makes it a crime to impart religious teaching to any one under eighteen years old, and asked each prisoner if he would continue to teach the catechism. The reply in every case was yes, always delivered in a firm tone and sometimes accompanied by a smile—a smile of pity, I fancy, for the ignorance of a man who would ask such a question of priests who had remained with their flock in Petrograd during the last five years of terror. . . .
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> "The priests were next asked if, after the churches had been closed, they dared disobey the Bolshevist law by saying mass. Yes, of course they all said mass. Not only did they own up to the crime, but admitted there was always a congregation of about 150 or 200. . . .
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> "And, to the surprize of the Red judges, they would not promise to cease saying mass. This case, however, does not concern Roman Catholics alone. It concerns all religions, including the Jews. It is a crime under the Bolshevist law to impart religious teaching to any person under the age of eighteen years, even tho the teacher be the mother and the pupil her child. This law, therefore, strikes at all religions and at one of the most sacred rights of parents."

The judges were openly biased, says the correspondent. They all smoked cigarets during the trial. As for the prosecutor, Mr. McCullagh writes: "Of all the bloodthirsty, wild beasts I have ever set eyes on, Krylenko is the worst. He raged like a wild animal stinted in its allowance of blood, and devoured in consequence by a raging thirst. And he must have known, for he is an educated man, that he had not proved his case." The world was stung to protest as the news of the trial and its verdict filtered over the cables. In Russia there was no clamant outbreak at first. But later dispatches inform us that during a demonstration against the execution of Monsignor Butchkavitch at Jitomir, in the Ukraine, Red troops shot down 340 Russian peasants. Labor was quick to disavow the act. The Central Trades and Labor Council of Greater New York indorsed a protest against the execution, and a Labor member of the British Parliament suggested that the lone Communist member be held as hostage for the safety of the Vicar-General.

Nothing is more striking than the unanimity which characterizes the action of Jewish, Protestant and Roman Catholic leaders in denouncing the latest Soviet "atrocity." In response to queries sent them by THE LITERARY DIGEST prominent laymen and ecclesiastics of the three faiths condemn the Bolshevists' trial and sentence of the Roman Catholic priests as a piece of medieval barbarity. The execution of Butchkavitch "is another magnificent gesture of Soviet world defiance," writes Dr. Isaac Landman, editor of *The American Hebrew* (New York). "The anti-religious orgy of the Reds is all-embracing . . . hostile alike to Christianity and to Judaism. Synagogs and churches are looted with equal valor." He goes on:

> "An execution like that of Butchkavitch merely emphasizes the fact that the dictatorship of the proletariat is a despotism of the land and gun no less cruel and vicious than was that of the Czar. Western civilization, however, must hold fast to the conviction that Russia's present anti-religious mania will run its course as it did during the French revolution, and that Sovietism like czarism is self-destroying. Unfortunately, the execution of Butchkavitch may have a fatal reaction upon the Jews in Catholic countries of Europe. Anti-Semitism in Poland and Austria has long fed the populace on the fiction that Judaism and Sovietism are synonymous and that Jews constitute the personnel of the Soviet Government. . . . We hope that the Pope, while lamenting the fate of his Vicar-General and condemning the barbarous act of the irresponsible Russian Government, will grasp the opportunity to lay forever the falsehood concerning the Jews and Sovietism."

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THE "WORST OF ALL BLOODTHIRSTY BEASTS."

Such is a newspaper correspondent's description of Krylenko, the Russian prosecutor who called for the death of Vicar-General Butchkavitch like "a wild animal stinted in its allowance of blood."

"We condemn this action even tho we know very little of the cause which led to it," writes Dr. Nehemiah Mosessohn, editor of *The Jewish Tribune* (New York). "Respect is due to the institutions for which these men stand and to the sacred calling which they follow. But respect for religion and its institutions and rites appears to have abandoned the fanatics and doctrinaires who unfortunately wield so much influence in the councils of the Russian Government." Leo Wise, editor of *The American Israelite* (Cincinnati), is "not surprized at this culmination of the Bolshevists' activities against religion, for the Soviet knows but one religion, the Greek Orthodox, which teaches the doctrine of patient submission to the uttermost. It is the natural reaction against this which is the primary cause of the Soviets' hostile attitude toward religion and its determination to free the proletariat from what it considers a yoke. Vicar-General Butchkavitch was probably guilty, or perhaps only apparently so, of obstructing this plan. Hence his execution."

Protestants, too, take up the Soviet's challenge to religion. The Vicar-General is not the first nor the twentieth victim of Russian hostility to religion, writes the editor of *The Lutheran* (Philadelphia). "More than a score of Lutheran pastors and deaconesses have made the supreme testimony to faith and duty. But he is the shining mark." Further,

> "His execution reveals the Soviet attitude toward Christianity as no previous martyrdom has done. In appraising it, one must keep clearly in mind that the issue is only in a minor way the political policy of the Vatican. What is really at stake in Russia is the right to teach children any relationship to God.
>
> "The Russian Government has sought to supplant religion by making a religion of Sovietism. Its prohibition of Christian schools is no question of separating secular and parochial Christian instruction. The object of the laws is to strangle religion in the next generation. (The present generation could not be forced into entire abandonment of their faith.) Such being the issue, the Vicar-General's stand is not alone for his branch of the Church, but for all developments in the direction of intelligent worship of Almighty God, all knowledge of revelation by Scripture, and all fellowship through faith in higher ideas. It is on this account that Protestants as well as Roman Catholics will appreciate the self-sacrificing heroism of Monsignor Butchkavitch. Lutherans will join others in the hope that his death will bear fruit in hastening the restoration and indeed the extension of religion in the domain of Sovietism."

While criticizing the Pope for seeking clemency for the condemned priests on the ground that they were Papal subjects, *The Presbyterian* (Philadelphia) says that "this case shows the fearful degradation to which any people will fall when they discard religion. When men lose the sense of responsibility to God, they lose all regard for the life and rights of fellow men." "This demonstration of what a national apostasy from the Christian religion will do," says *The Living Church* (Episcopal), "is illuminating. With their religion have gone their morals, their civilization, their right to be treated as a nation. Nothing could prove more forcefully how great are the issues that hinge upon the religion of a people." To *The Churchman* (Episcopal) it appears that "if the Soviet Government has been misled into believing that there are no limits beyond the gospel of tooth and claw which they need fear to tread, the present indignation may serve as a wholesome corrective." Noting that many others, too, have become martyrs because they could not be loyal to the Soviet Government, *The Congregationalist* declares that the world "is horrified at this latest crime against humanity and religion in Russia. In such an hour we are stirred to the deepest moral indignation. Let us express it. God help the Russian people and save them from their misguided tyrants." The New York *Christian Advocate* (Methodist), too, thinks that the death sentence pronounced against the execution of Butchkavitch has "shocked the civilized world," and it hopes "to hear that the three Methodist bishops who are now on their way to Moscow at the invitation of the Living Church have spoken or will speak boldly to the Soviet authorities in the interest of religious liberty and human freedom." To *The Continent* (Presbyterian) "the strange thing is that but very recently the Soviet Government was coquetting with the Vatican and had the Pope dreaming that Romanism might be welcomed in Russia as a rival of the ancient Russian Orthodox Church. Apparently after the Soviets had played this game far enough to bedevil the priesthood of their own country, they turned brutally around and planted a blow of stinging insult on the Papal cheek"—

> "A few months since it looked as if some Christian revival might be dawning amid the darkness of Bolshevism. The 'Living Church' movement under Bishop Antonin seemed to commend itself by the title it had chosen; there was a suggestion of spiritual aspiration about it. But all that appears now to have been an elaborate cheat also. Antonin is now scorned on all sides as a tricky agent of Bolshevism, whose real object is the wrecking of the Orthodox Church which he has profest to be

trying to revive. There are rumors that Antonin's by-play even went far enough to encourage American Methodist workers in Russia to think that he wanted to reorganize Russian Christianity on a Methodist basis. But by this time no doubt they have 'perceived his craftiness.' The outlook for religion to-day is nowhere else so dark as in Russia."

From Bishop William Lawrence (Episcopal), of Massachusetts, and Bishop William F. Anderson (Methodist), of Cincinnati, come telegrams denouncing the execution of Monsignor Butchkavitch.

"This brutal crime against religion and humanity is a shock to the civilized world," declares Bishop W. T. Manning, of the Protestant Episcopal diocese of New York. "It brings into clear light the unspeakable wickedness of the present Russian régime." "The execution of Monsignor Butchkavitch is without justification on any possible grounds—justice, common sense, or even policy," vigorously asserts Bishop C. H. Brent, of the Diocese of Western New York. "Such a crime committed in the name of a great nation menaces government at the root and justifies its distrust of the administration responsible. Its ultimate effect upon religion according to inexorable law will be directly contrary to what the Russian Government expects." "Whatever Russia may deserve," comments *The Christian Register* (Unitarian), "she is in fact an outlaw among the states of the world at this hour. The execution is a tragic commentary on the failure of us all together to reap the fruits of the unity promised in the great war; and more specifically it illustrates the madness that comes to a people which does not respect the opinion of mankind."

Catholic comment notes that the Catholic Church is no stranger to persecution, and T. V. Shannon, editor of the *New World* (Chicago), asserts that "the death of the inoffensive priest is vastly nearer striking the knell of Bolshevism than the destruction of the Catholic Church." And such crimes, writes L. M. Doyle, assistant editor of the *Daily American Tribune* (Dubuque), "will acquaint all with the true conditions in Russia under the Red régime, and should delay talk of recognition and praise for Soviet principles until that Government's actions cease to be shocking to a Christian world." The present protest against the Russian Government's misdeeds, said *The Catholic Citizen* (Milwaukee), before the execution, "shows the traditional feeling of Christendom still vital. If in this instance Russia further shocks the sentiments of the Christian world, she will have to go on a still longer probation." In the opinion of *The Catholic News* (New York) the incident is "proof positive that Russia, as at present ruled, is not fit to be received into the family of nations. Our own Government has been wise in refusing to grant recognition to the barbarous crowd in control there." So, says *The Pilot* (Boston), "Let the nations be on their guard."

> "Rank materialism was the ruin of paganism. It is the ruin of Russia to-day. She stands the outcast of nations, all respect destroyed, a monster which inspires terror. And she seeks to plant her bloody standard under other skies. Sovietism has sounded its doom. Its voice should never more be raised where decency and justice dwell."

While the world thus gives voice to its horror at the Soviet cruelty and "stupidity" it is not forgotten that "God is not mocked." "It may be that Christians never will be agreed on all points," remarks the St. Louis *Globe-Democrat*, "but there is at least a Christian unity on some points, and their number is all the time increasing. The next stage in the Russian, as in the French revolution, will be a reaction toward, not away from, religion. When the signs of that reaction appear the murderers of last Monday may tremble." Long after the "atheistic scouts" have played their "forgotten part of pioneers," writes Arthur Ruhl in *The Nation* (New York), "the Moscow bells will still be ringing, the little gilded and indigo-blue domes will still rise above every Russian landscape, and into the dim interiors the people will still come to kneel and pray."

BLACK BREAD ON THE WATERS

A FRIENDLY ENEMY.

Harry Deacon, ex-Canadian trooper, who repays in full a German soldier's kindness.

THE GOOD THAT MEN DO is not always interred with their bones, and when Willy Hatzmann, German soldier and humanitarian, was assigned to the "Camp of Despair" he left behind him a memory that was one day to serve him in good stead. The camp was situated not far from the German front lines, and, by orders of the German High Command, no parcels were permitted the prisoners. The discipline was so drastic and the treatment of the captives so brutal that many of them actually welcomed death, and it is a matter of record, we are told, that in this German prison-camp there remained within a few months but 700 men out of 1,500 imprisoned. Brutal treatment and starvation had accounted for the others. One day Trooper Harry Deacon, of the Royal Canadian Dragoons, a Toronto amateur baseball player, who suffered the ill-fortune to be taken prisoner, became one of its inmates. Shortly after came Under-Officer Hatzmann, and a spirit of humanity began to manifest itself. Hatzmann couldn't improve the rations, which consisted solely of black bread and barley water, on which the prisoners were expected to put in ten to twelve hours' work a day; but he could close an eye and become deaf on occasion. One evening, so the story runs, Trooper Deacon broke camp and pilfered a few potatoes from a near-by patch. Hatzmann encountered the Canadian on the latter's way back. Strange to say, the German didn't discipline the Allied soldier or threaten him with punishment, but endorsed his action, sadly admitting that he knew the "Englanders" were sick and hungry. He did more. He became totally blind when prisoners broke camp to get to the potato patch, and there was less necessity for comforting the stomach by tightening the belt. Finally Hatzmann was called on to return to the front. When he left a document unique in the annals of war was given him by the Canadian soldier he had befriended. As we quote it from the New York *World*, which receives the story from its Toronto correspondent, the letter runs thus:

> "*To My Comrades.* *September 5, 1918.*
>
> "I wish to write a line or two to state that if by any chance this German soldier, Willy Hatzmann, is captured by any of you boys, I hope you will use him in a very gentlemanly manner, for I and my few boy chums here can honestly say that while under his care he has treated us all the very best, and when food has been scarce he always saw that we got our share and perhaps a little more.
>
> "This fellow is one of the best Germans we have met, and we all hope that if he should ever have the luck to be taken by any of the Allies that he will be well looked after and given a good job. He is a very good cook and barber.
>
> "The boys whom he has been so good to wish to sign their names and addresses and hope that you will notify our people that we are doing all right and not to worry."

That was the last Trooper Deacon heard of Under-Officer

Hatzmann until recently, when he received a letter from his friend. The only address Hatzmann had was Deacon's rank and name and Canada, so that the letter was on its way three months before it reached the Canadian ex-trooper. For his own identification Hatzmann enclosed his photograph and a copy of the document he had received from Deacon in 1918. The letter speaks of the tribulation which has fallen on part of the German population, and is a grim reminder of what the French and Belgians were forced to endure during the four years of the war. It follows:

> "Luberck, Germany,
> "December 15, 1922.
>
> "*Dear Sir.*
>
> "If this letter will come into your hands, you will be very astonished to receive a letter from Germany. But you must know my name, and therefore I add, too, a photograph for legitimation [identification] and letter you have written the 5th of September, 1918, in the German camp of prisoners of war in Etreuse, France.
>
> "Do you remember of the German soldier who tried to lighten your life of imprisonment and who was always willing to take care for your being well? Those time I was very sorry to disconnect me from you, because we had lived in best friendship. Therefore, in my life, this time will be always one of the most beautiful remembrances of war.
>
> "I hope and wish that you have reached happily your home, and to be glad your wholesome. I also returned to my home. But how?
>
> "Four long and black-dirt years have passed and the misery in my fatherland is always on the growing; and all this, because we must own the mentation of guilt of the Treaty of Versailles!
>
> "The want of employment and hunger vile haughtily. The dollar plays first fiddle, and the German mark has no value. One struggles for life and death against this situation. I should be as bright as a bee at a sign of life and a photograph of you.
>
> "I will finish now, and I hope that my few lines will get in your dear hands.
>
> "With the most heartiest greets for you and your dear family, I am, your most affectionate,
> "WILLY HATZMANN."

One of these mornings when Hatzmann opens his mail he will find a registered letter bearing a Toronto postmark. Enclosed he will find the equivalent of $10, or about 350,000 marks. Next month he will receive a similar letter, and, says *The World* correspondent, "perhaps every month indefinitely." The donors are ex-Trooper Deacon and a few of his ex-soldier comrades who are now employed as clerks in the Toronto City Hall.

"FLUNKING" ON THE BIBLE—Ignorance of the Bible is often astounding, and a most flagrant instance is reported of a body of students of the University of North Dakota. Eight quotations from the Bible were asked of 139 students, we are told, and only eight and one-half per cent. of the students passed an average of seventy-five per cent., the average for the whole body being less than forty per cent. As analyzed by *The Watchman-Examiner* (Baptist) from an article in the *Journal of Education* by Professor Vernon P. Squires, the examination figures show that

> "Seven per cent. could not name a book of the Old Testament, and less than fifty per cent. could give ten books of the Old Testament. And some doubt as to this is caused by the spelling of some of the books, such as 'Deuteromy,' 'Deuteromoty,' 'Deuteromeny,' 'Deuterominy,' 'Goshua,' 'Salms,' 'Nehimiah,' 'Joob,' 'Jobe.' Fourteen named 'Hezekiah' as one of the 'Books of Moses.'
>
> "Among original ideas were the mentioning of Old Testament books, 'Paul,' 'Timothy,' 'Titus,' '1 and 2 Romans,' 'Philistines' and 'Xerxes.' The answers in regard to the New Testament were still more unsatisfactory. Twelve—eight and one-half per cent.—were unable to mention a single book; only forty-six—thirty-three and one-third per cent.—mentioned ten, as requested. Five put Samuel in the New Testament, three the Psalms, three Ruth, and two Esther. One mentioned '1 and 2 Judges.' Seventeen mentioned 'Paul,' or 'St. Paul,' or 'Paul's.' Three suggested 'Simon,' two 'Jacob.' There was the mention of 'Thelesians,' 'Phillipi,' 'Thomas,' 'Lazarus,' and 'Samson Agonistes.'
>
> "*We are weighed and found wanting.*"

INDIA'S DEBT TO THE MISSIONARIES

THE CHRISTIANIZATION OF INDIA is inevitable, but under which denomination is beyond present prediction. As a matter of fact, India may remain nominally Hindu or Mohammedan, or both; but the teachings of Christ are so penetrating these faiths that sweeping, fundamental changes are taking place, in themselves distinctly Christian. This is the firm conviction of Bishop Fred B. Fisher, who recently finished a tour of India, and whose opinion is generally held to be authoritative. He finds that the missionaries in India are doing more than gaining converts, and in an interview printed in *Zion's Herald* (Methodist), says: "They are exercising a radiant influence which they themselves are unable to estimate, even if records were kept of their every kindly deed. We can not estimate their influence in numbers of adherents—400,000 full members, 100,000 catechists, and additions averaging 36,000 a year, or a hundred a day. . . . They are creating a soul under the ribs of death—bringing something alive, active, constructive, into the bodies of the old, dead religions of India." He continues:

> "The big reform movements in Hinduism, Mohammedanism, and Buddhism, everywhere to be found in India, are part and parcel of the Christianizing process.
>
> "From the Roof of the World to the Indian Ocean this new awakening of the old, dead faiths is evident. We hear a great deal about 'modern Hinduism,' 'modern Mohammedanism,' which are, however, contradictions in terms. To modernize Hinduism and Mohammedanism is to destroy them as they have heretofore existed. The word of Jesus Christ has done that. The ideals and ethics of the Nazarene are the big moving forces in the modernization of Indian religions, which are taking them over unto themselves, incorporating the principles of Jesus into their own beliefs. The Christian competition can be met in no other way. The East must assimilate Christianity or be assimilated by it. It is one and the same thing in result. And by a series of reformations the great religions of the East will in time leave off the shells of idolatry, superstition, immorality, and caste, and follow Christ—in their own Oriental way.
>
> "It is a truism to say that Christianity does not destroy nationality. And it is the only religion that can stand the advance of knowledge and the revelations of science. It may change certain of its forms and expressions to meet new conditions, but its fundamental truths remain forever. This can not be said of the other great religions of the world that are in India. To avoid destruction, they must take over Christian principles. The reform movements are doing this very thing. The result is astounding. . . .
>
> "To-day India is as the man with the withered hand in the temple. It is stretching out the hand, and it is being healed. Many of the old barbaric superstitions have already gone forever from the land they cursed for ages. In thirty thousand miles of travel in India I did not see a single bed of spikes actually in use. This barbarism, which has so long typified Indian superstition to other parts of the earth, has been forever relegated to the past. The only one I know about in India is maintained in a native quarter of Calcutta for the purpose of showing sightseers and tourists!"

Mission schools are Christianity's best weapons in India, says Bishop Fisher, and the broad policy of admitting Mohammedan, Hindu and Buddhist students to them he declares to have wrought havoc in the ranks of ignorance upon which depended the existence of "outworn relics of heathenism." In testimony to this statement he quotes a tribute to the missionaries from the viceroy, Lord Reading: "Every administrator in India must acknowledge that the educational system of India was created and developed by missionaries; that many of the reform movements in society and government were brought about by missionaries; that the human contacts of one race and color with another race and color, which are creating a new India, were the direct result of the preaching and practising of the brotherhood of man by the missionaries."

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CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

NEARLY all boys under thirteen can write short lyrics without taking very great pains. This, at least, has been the "happy experience" of Mr. Caldwell Cook, the English pioneer in the Play Method of teaching Composition, Principal of the Perse School, Cambridge. To prove it, he issues from time to time most surprizing collections of poems written by lower form boys of the Perse School. The latest, entitled "Homework and Hobbyhorses" (E. P. Dutton & Co.), will undoubtedly be a revelation not only to people who are trying to teach the art of verse, but perhaps even more to those who are trying to learn it. To those who ask, what has become of the lost simplicity of early English poetry, the answer might well be made that it is not lost, but still present, if nowhere else, in the boy of twelve. Where it goes afterward—well, as Mr. Cook says, the likelihood of a boy's producing good poetry after early adolescence is a very different question. The poems in Mr. Cook's collection are by boys between the ages of ten and fourteen. The majority of the verses we quote here were written by boys twelve years old. We have Mr. Cook's assurance that they are the outcome of play, and not of work, altho they result from what was proposed to small boys for their homework. "You can not produce poetry by direct instruction," says he, "but only induce it by creating the conditions in which poetry is born." Let the reader judge if this has been done.

THE WATERS OF THE OCEAN

By Leslie MacAlister

The waters of the ocean
Are sleeping in the sun,
The sands are shining yellow,
When all the work is done.

The waters of the ocean
Are tossed up high and low,
The beach is covered over
With foam as white as snow.

The ships upon the ocean
Are riding on the foam,
And when the day is over,
The evening brings them home.

THE WISH

By George Richmond

To live beside a Surrey wood,
To climb about the sunny hills,
And paddle in the pebbly rills,
And eat wild berries for my food,
And have a dell for my abode,
Hidden away by leafy frills;
To hear the robin's happy trills,
And all the voices of the wood,
To have a streamlet for my bath,
The sun to be my daytime fire;
To bask upon a heathery heath,
Or pick the berries from a briar;
To feel the waters round me seethe
Once more; is all that I desire.

THE LITTLE GREY SQUIRREL

By Vernon Hart

A little grey squirrel lives up in a tree,
The merriest squirrel that ever could be,
He frisked and he frolicked and gambolled for glee,
With nuts for his dinner and nuts for his tea;
Never was squirrel so happy as he,
That little grey squirrel that lived in a tree.

INTO THE CLOUDS

By V. V. H.

Sail, my pretty air balloon,
Up beside the silver moon,
Where the tall house-chimneys rise
Like fingers pointing to the skies.

In the clouds I see the towers
Of another land than ours;
With cloud children peering down
High above our smoky town.

THE WAY TO SLUMBER TOWN

By V. V. H.

"Which is the way to Slumber Town?
Can I get there tonight?"
"Oh, come when the golden sun sinks down,
And follow my candle's light.
We will walk through the field where the poppies blow,
And climb up stairs of gold;
Up and away where the stars are aglow
With stories that never were told."

THE FAMILY PORTRAITS

By John Woolley

We have some ancient portraits
That hang upon the wall;
Some always look at you, but some
Won't look at you at all.

A week ago last Saturday
I was naughty, and no one knew;
But the portraits looked as if to say
"We *are* ashamed of you."

AUTUMN

By Charles Grant

Autumn comes in her glorious mantle of gold;
She comes silently, silently while the leaves drop off the trees
To dance around her feet in joyous welcome.
For she is the queen of all the other seasons.
Spring is gay, and summer is beautiful, and winter
Is happy; but thou, O Autumn, art best of all—
Stately and queenlike. All things do bow their heads
To thee when thou dost come, for they do know thee.
The swallow doth prepare to fly o'er the sea,
To sunny Africa so far away,
There to await the time when winter is passed.
Thou movest quickly and passest from place to place.
The leaves do lie all dead upon the ground,
The trees are bare for sorrow that thou art gone.

PRAYER

By Howard Thomas

We pray Thee, Lord and Father,
Our daily bread to give,
And when we are in need, O Lord,
Pity and let us live.

We pray Thee, Lord and Father,
To guard the ships at sea,
For those who are in danger, Lord,
Put all their trust in thee.

AT THE SEASIDE

By Leslie MacAlister

The sand is yellow,
The sea is blue;
If you'll bathe with me
I will paddle with you.

The clouds are white,
The grass is green;
And I'll race you up
To the bathing machine.

The sun is hot,
But the waves are cool;
I'd much rather bathe
Than do lessons in school!

SWALLOWS

By George Richmond

The air is thick with swarms of swallows,
High among the clouds,
Flying all in crowds;
Up the hills and down the hollows,
Swarms of swooping, swerving swallows.

Burnished, dark blue, darting swallows,
Sailing o'er the sea,
Flying blithe and free;
Every bird the next one follows,
Swarms of flying, floating swallows.

THE LADY MOON

By V. V. H.

The Lady Moon up yonder
Is like a silver boat
Upon a dark blue ocean,
All silently afloat.
And when the fairies waken
They climb the moonbeams bright,
And far across the heavens
Go sailing in the night.

That the method of encouraging poetry in this particular school has progressed is quite evident. The verse in earlier collections, as the editor noted, had not the genuine boyish spirit to so marked a degree. Altho they had before them the lyrics of Blake and Stevenson, and the songs of Shakespeare, the young writers, we are told, were too inclined to strive after bookish form, and did not always write whole-heartedly of themselves and their concerns. Since then a freer tradition has been built up by making the works of schoolboy predecessors familiar to the young writers. This makes for unreserve and homeliness.

At the same time, imitation of classic models has always been a part of the method and the boys have read and got by heart literally scores of poems. Apparently the method was for the whole class to learn a poem from the master's recitation, and then chant it in chorus. By this method, almost reminiscent of the Greek bards, the verses are picked up with surprizing rapidity, one or two repetitions being sufficient for the brighter boys. The same poems, we are told, are recited in chorus week after week, not becoming mechanical, but gaining in life and movement as modulations of voice and expressive gestures are discovered.

Two conclusions seem to be evident from a study of the collected poems. Tenderness is shown in every mention of birds or animals; and that opens the question of whether the traditional reputation of the school boy is deserved. Secondly, the force of simple statement is manifest. To write with one's eye on the subject, untrammeled by any need to moralize the spectacle, is evidently one of the privileges of childhood. Says Mr. Cook, summing up some of his conclusions:

"When the interest of the boys is the chief aim of a teacher, when they are given a full measure of freedom from hampering restrictions and encouraged to be original and active-minded, then they will be at ease and happy and energetic; and the teacher will greet as the fruit of his labors many a fair thing, of which even poetry is not the greatest."

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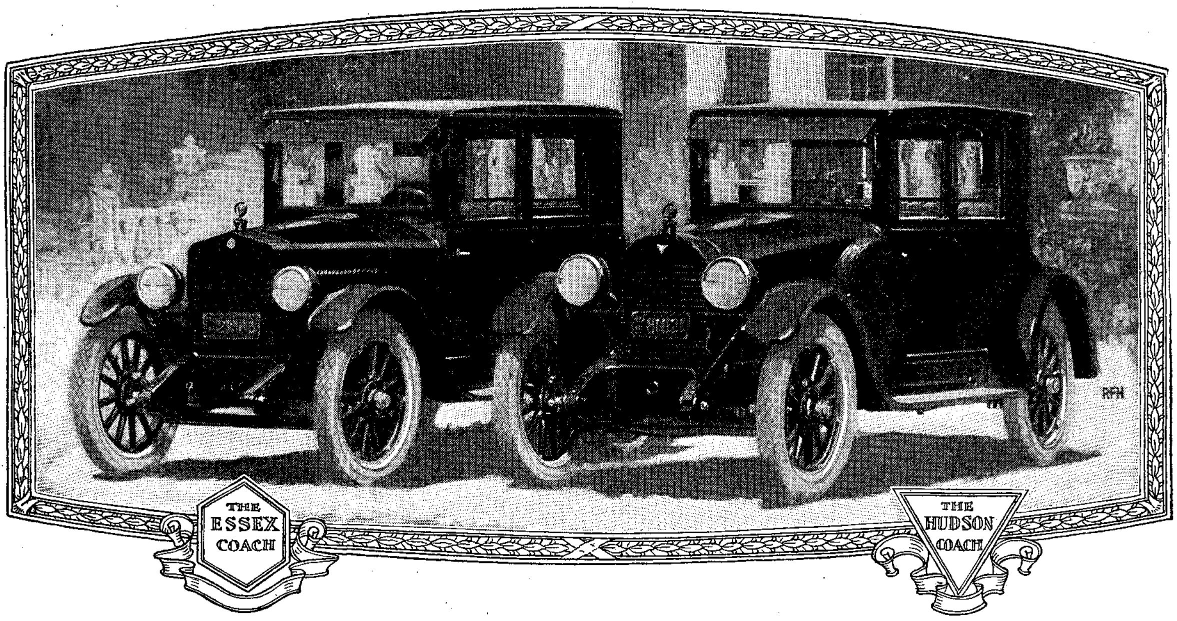

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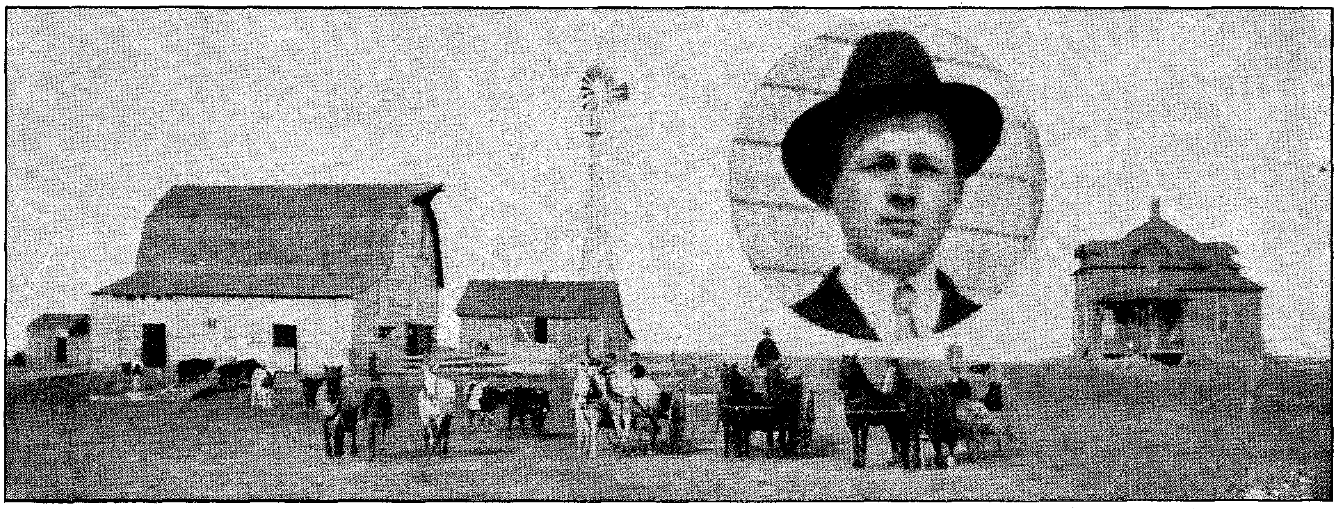


THE NORTH DAKOTA FARM BOY WHOSE DEATH MAY END CONVICT PEONAGE AND SAVE THE LIVES OF OTHERS.

Martin Tabert, one of the two boys driving the white team, left this farm in North Dakota to "see the world," and died, after being brutally beaten by a "whipping boss," in a Florida convict camp. His fate has drawn attention to a particularly brutal form of modern slavery, as practised in certain "convict camps," and the whole system may be abolished as a result.

A VICTIM OF CONVICT "SLAVERY"

THE STORY OF OLD BLACK "UNCLE TOM," beaten to death when he was sick and helpless, is credited with playing a large part in the abolition of slavery. Harriet Beecher Stowe's famous book was called, by competent critics, overdrawn, sentimentalized, an extreme instance rather than a typical example, but it was effective. The same charges of exaggeration are made against the story of a boy from North Dakota who died, after several violent beatings with a "Black Aunty," as the convict boss's whip is called, in a convict camp of Florida. Nevertheless, the story seems likely to result, according to reports from Florida as well as from other parts of the country, in the abolition of a convict system which puts men under the control of a "whipping boss," who seems to have much in common with the slave-drivers of antebellum days. The story, as related by the boy's friends, runs that, while "hoboing" his way through Florida he was taken from a train, convicted of vagrancy, and farmed out for a period of ninety days to work in the convict camp of a Southern lumber company. He was beaten, from time to time, with a heavy whip. He died, in delirium, shortly after a final beating. The company's doctor diagnosed his case as malignant malaria. An investigator from North Dakota reports that he has not been able to find out whether the boy was buried or merely thrown into the swamp where the convicts worked. His death took place more than a year ago, but lately, as a result of the growing agitation, to quote from the New York *World:*

Out of the death in a Southern convict camp of this farmer boy who started out to "see the world" has arisen the extraordinary situation of North Dakota, as a State, protesting to Florida, as a State, against the conditions which made the tragedy possible.

Out of this protest in turn has sprung the probability not only that the law will avenge the boy's death but that Florida will bring to an end the "peonage" system that has involved thousands of wayfarers in that State through many years. Governor Hardee has, indeed, declared his purpose of demanding this action at the session of the Florida Legislature which begins next week.

The story of the boy who was the first cause of this unusual series of events is told in detail by a writer for *The World.* The record goes:

In the fall of 1921, Martin Tabert, twenty-two-year-old son of Mr. and Mrs. Ben Tabert of Munich, North Dakota, decided he would spend the remainder of the season in the Central States and the winter in the South. Up to that time nearly all of his life had been spent on the farm a few miles from Munich, a small town in the southwestern part of Cavalier County. He had attended the public schools during the school years and the remainder of his time had been spent on the farm. He knew but little of the world that lay beyond the prairie farms of North Dakota.

Some of the brothers and sisters previously had left home to live or homestead in Canada or Manitoba. One brother, Otto, had been called for service in the World War and saw active service in the Argonne and many other places on the western front. With some of the members of the family gone, the high price of labor and big expense accounts, it was necessary for Martin to assume a man's share of the work on the big 560-acre farm long before he had become of age.

Conditions changed in 1921, and with the brothers home and telling of new countries and adventures, Martin felt that he was not so badly needed at home and started out to enjoy a trip. He had money, but planned to work part time and see the sights as he moved from place to place.

All went well with him until he reached Florida and there found a labor condition different from anything known to him, and he shortly "went broke." He was then a stranger in a strange land with no one to appeal to for help or advice. Instead of turning back and working his way home, or writing for help, he evidently decided to go on. In doing that he made the fatal mistake of riding on a train in Florida without a ticket.

On December 15, 1921, he was arrested by a deputy sheriff in Leon County, Florida, for stealing a ride on a railroad train. He was then taken before an official, who fined him $25, or in lieu of payment sentenced him to serve ninety days. He was unable to pay the fine and wired his brother. The telegram sent is as follows:

"Tallahassee, Fla.—John Tabert, Munich, N. D.—In trouble and need $50 to pay fine for vagrancy. Please wire money in care of sheriff. MARTIN TABERT."

Upon receipt of the telegram, John Tabert took it to the parents and it was decided to write, send him more money than called for, and urge him to come home. On December 21, 1921, a letter was sent to him, registered, and in care of Sheriff J. R. Jones. The letter contained a draft on the First National Bank of Munich for $75. According to the postmark on the letter, it was received by the Sheriff at Tallahassee, Florida, on December 22. It was returned to Mrs. Ben Tabert at Munich. On the face of it was stamped "Returned to writer unclaimed

VALVE-IN-HEAD

Buick

"Real service, economy and dependability, such as Buick provides, are the determining factors in an automobile purchase for me"

This expression from a Buick owner reveals the fundamental reasons for the enviable position Buick has won in public regard and for the continued popularity of any motor car that bears the Buick emblem.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation

Pioneer Builders of
Valve-in-Head Motor Cars

Branches in All Principal
Cities—Dealers Everywhere

from Tallahassee, Florida." There was also written on the envelope, "Rt'd by request of Sheriff. Party gone."

The return of the letter thus posted, says the reporter, caused the Tabert family at Munich to believe that Martin had found some way of securing a release, and had left the place. However, before very long, the following letter was received:

Clara, Fla., Feb. 2, 1922.

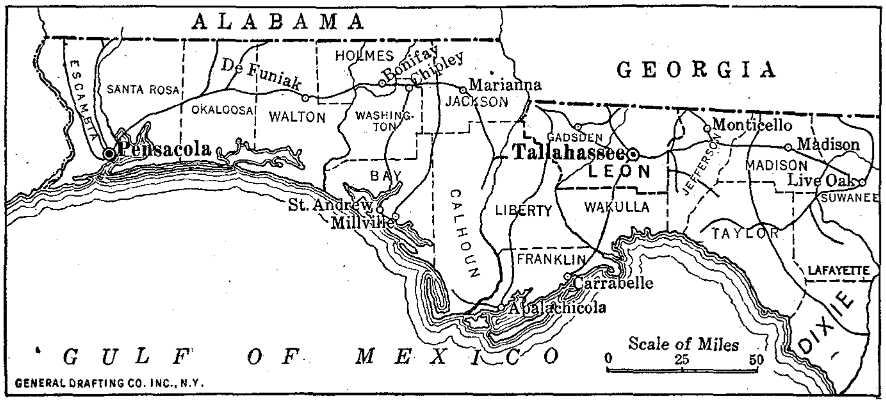
E. D. Tabert, Munich, N. D.

DEAR SIR: This is to advise that Martin Tabert, who was sentenced Dec. 15 in Tallahassee, Leon County, for a term of three months, died in our camp on the 1st of fever and other complications. This company has all convicts from above county leased, is the reason he came to be here.

We were unable to get any trace of his people until he was buried here yesterday. We understand you are his brother.

For your information, the boy was given a Christian burial in a cemetery near here and had a minister officiate in same. We regret that the boy was so unfortunate, and please accept our sympathy in your sad bereavement. Yours very truly,

PUTNAM LUMBER CO.



WHERE THE TABERT TRAGEDY TOOK PLACE.

Young Tabert was arrested in Leon County, and sent sixty miles to work in the swamps of Dixie County, shown in the right-hand corner of the map. Here, if reports are to be believed, *flourished a régime sufficiently cruel to remind the Baltimore Sun of "the horrors of the African* slave trade," and "the hellishness of Russian despotism in Siberia."

Upon receipt of the above letter, the Tabert family realized that something most unusual had happened. They knew nothing of the convict labor system in vogue in Florida, they knew that the money for the honorable release of Martin had been sent, they could not imagine that the Sheriff of Leon County, Florida, or the Putnam Lumber Company would deceive them.

They decided to seek some advice in the matter, and went to Attorney Norris H. Nelson of Munich. He immediately wrote to Sheriff Jones and the Putnam Lumber Company for further information and received the following replies:

Clara, Fla., Feb. 15, 1922.

Attorney Norris Nelson, Munich, N. D.

DEAR SIR: Replying to yours of the 9th, with reference to the death of Martin Tabert.

Beg to advise that we have all able bodied men prisoners from Leon County leased for a term of one year. We, of course, have to clothe, feed and house these prisoners, About once a month the State prison inspector goes through our camp and makes careful inspection. We also furnish a doctor. When Martin was first taken sick, the Dr. advised that he would not take his medicine regularly. He first had malaria fever, which terminated in pneumonia. He was not sick but a short time and one of the prisoners was taken off the work to wait on him.

Martin Tabert was sentenced in Tallahassee on December 15th to serve a term of three months. We do not understand why the Sheriff of Leon County should have told the people he had gone and did not accept the money for his release. This matter you will have to take up with him.

Trusting we have given the information you desire, we are,

Yours very truly,

PUTNAM LUMBER CO., V.

Tallahassee, Fla., Feb. 17, 1922.

Hon. Norris H. Nelson, Munich, N. D.

DEAR SIR: Your letter of Feb. 9, 1922, received, and beg to say that Martin Tabert was arrested here on Dec. 15, 1921, for beating his way on a railroad train, which is a violation of the State law. He was fined $25 and costs or three months.

All ablebodied prisoners that fail to pay their fines are leased to the Putnam Lumber Company at Clara, Florida, which is sixty miles from this place, and are sent there if they stand a physical examination, which he did by Dr. B. J. Bend of this city, if they fail to pay their fine and costs within two days' time, so you can see this man was in good health when he left here for the camp at Clara, Florida.

He was never brought back here after he was delivered to the Putnam Lumber Company.

There was some money wired to him here after he was gone, but I could not get it, as it was sent in his name. I therefore returned it. Respectfully,

J. R. JONES,
Sheriff Leon County, Florida.

This letter explained how he came to get to the hands of the Putnam Lumber Company. It was not entirely unreasonable to believe that he might have been taken sick, died and was buried just as stated. The Taberts had never experienced anything but honorable treatment from public officials or from such corporations, and the letter sent so thoroughly convinced them that there was nothing irregular in the affair that nothing further was done for five months.

Fellow convicts, reports *The World*, gave the family of Martin Tabert their first inkling that their boy had not died a natural death in the camp of the Florida lumber company. In July, 1922, five months after the letter from Sheriff Jones, says the writer:

The Postmaster at Munich received the following communication from a man who mailed it from a town in Kansas:

"Would you please find out whether the parents or kinsfolk of Martin Tabert know, or care to know, the particulars of Martin's death in February in this year? I was an eyewitness in the boy's death and I am doubting whether any particulars were sent to the folks. GLEN THOMPSON."

The Munich Postmaster got that letter to the Tabert family as quickly as possible, and then for the first time they began to suspect they were the victims of deception in regard to the death of Martin. They immediately wrote Glen Thompson and the first letter from him was received August 3. Mr. Thompson gave them a long list of names of persons familiar with the case and asked them to write each of them. He realized the family knew nothing of the true facts and showed a fine sense of feeling in not giving them the horrible story of Martin's death at one time.

On August 25 a second letter came from Glen Thompson, and then others began to come rapidly from the persons written to at the request of Mr. Thompson. The letters all sustained the statements made by Mr. Thompson. This letter follows:

Kansas, Aug. 25, 1922.

DEAR MR. TABERT:

Speaking of Martin's case only, and not mentioning any of our many tortures, I would be willing to sign an affidavit to the following:

I landed at Camp Clara, Florida, in the first days or week of January, 1922, and the first night in camp slept in a bunk beside Martin and from that time on until his death something like a month later.

I noticed the first night in camp that Martin had swollen feet from boils and that his shoes were too small. I noticed that from time to time Martin talked to the "Whipping Boss" Higginbotham for a bigger pair of shoes or the chance of cutting holes in the ones he had, and too at that time he spoke of his headaches, but seemed not to meet with any sympathy.

I was told by the boys that when Martin came in that he was strong and sturdy, but at the time that I first saw him he weighed about 125 pounds. Martin suffered all the way through with sore feet, headache and occasional fever. I remember the first of the month of him having a fever chill and with no attention, except the blankets the boys could throw over him.

In the latter days of January the doctor was to the camp on his weekly visit and Martin complained at that time to him and showed him a swelling in each of his groins and the doctor lanced one of them. At that time I heard the whipping boss say something to this effect, if not the same words, "he is no good—always complaining or something."

In the last week of January the occurrence happened that

The Favorite Suburban Car

For the family that lives in a suburban or country home, Chevrolet 5-Passenger Sedan is the ideal, all-year car.

It has ample power to negotiate any road any automobile can travel, and through cold or storm carries the family in ease and comfort. Its price is so low that almost any family can afford it, even though another car is owned for rougher or fair weather use. It is a quality product in which the whole family can take pride, yet is easy to own, to maintain, and to operate.

Its full modern equipment includes cord tires, plate glass windows, dome and dash lights, high-grade upholstery and interior fittings.

See it before deciding on any car.

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Dealers and Service Stations Everywhere
Applications will be considered from high-grade dealers only, for territory not adequately covered

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CHEVROLET

SUPERIOR
5-Passenger Sedan

$860

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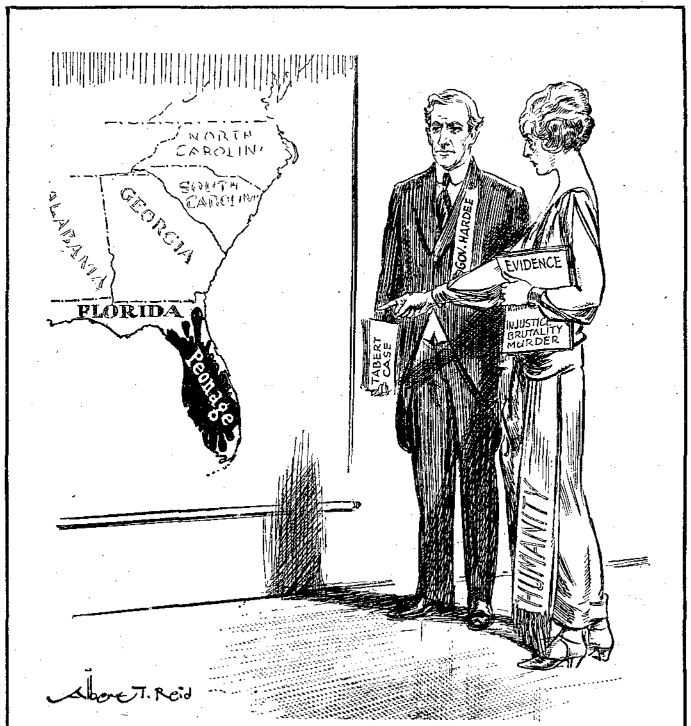
Prices f. o. b. Flint, Mich.

SUPERIOR 2-Pass. Roadster	$510
SUPERIOR 5-Pass. Touring	525
SUPERIOR 2-Pass. Utility Coupe	680
SUPERIOR 4-Pass. Sedanette	850
SUPERIOR 5-Pass. Sedan	860
SUPERIOR Light Delivery	510
SUPERIOR Commercial Chassis	425
Utility Express Truck Chassis	575

> I have been leading up to all the time, a thing which seems to me to be contrary even to the State laws of Florida.
>
> Martin was turned up by Cap Willis for a whipping and reported that Martin was slow in his work and complained of being sick, but that he himself did not think so. The whipping boss was in no mood to use the strap, so he postponed it for two nights. On Friday night he called Martin out of line and by a bonfire and before about eighty-five convicts he whipt Martin about thirty-five to fifty licks with a four-inch strap five feet long, three-ply leather at the handle, two-ply half-way down. The strap weighs seven and one-half pounds, G. L. Win of Perry, Florida, says. The law of Florida says there shall be but ten licks with the strap for each offense.
>
> Martin begged to be let loose, but his speech was not distinct and it seemed he was so weak he could not talk plain. The whipping boss put his feet on Martin's neck to keep him from moving out of position as he whipt him. When he left Martin up, Martin started back to get a bottle of medicine that had dropt out of his pocket, or had been taken out, and the whipping boss drove him into line with the big strap, hitting him over the head, shoulders and back.



"CLEAN IT UP, GOVERNOR."
—Albert T. Reid for the Bell Syndicate, Inc.

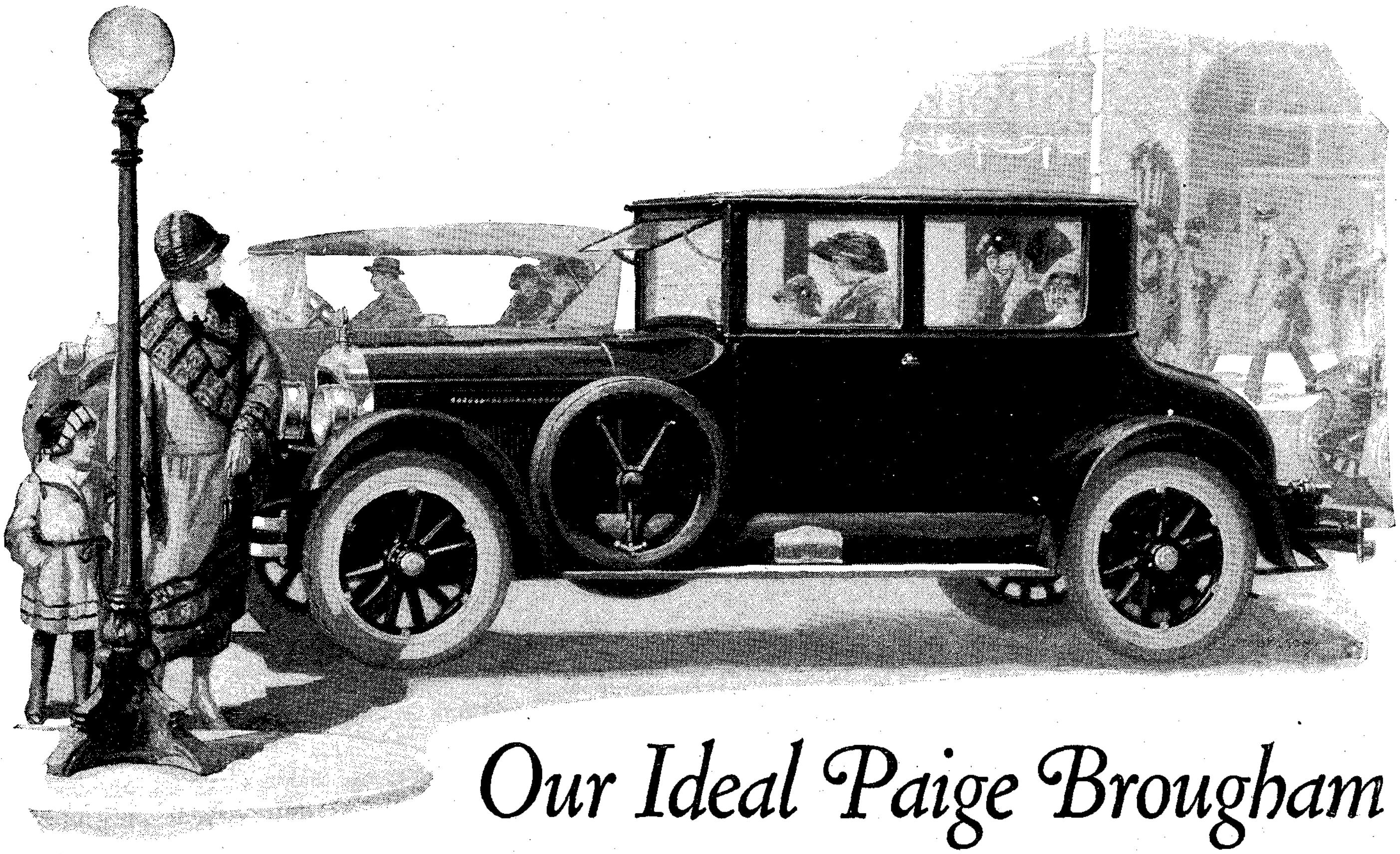
> On Saturday, the next day, I helped Martin get off a flat car as he came from work to the camp. On Sunday morning he was sick and blind with the fever. The boys fed him at the breakfast table and coffee too hot for us to drink was pronounced cold by him. Martin never ate a square meal to my knowledge in the month or last two weeks that I knew him, but nearly always stood back from the table and gave his to some one else.
>
> Martin, on this Sunday morning that I speak of, was allowed to be taken in to his bunk and seemed unconscious. From that time on he could not give us his own name or where he was from, and if we had not found some writing in his clothes you might not know to-day, or ever have known, where he was, for the company does not seem to care for particulars.
>
> Martin up to the time of his death only called for water. The doctor came, I think, on Monday and left some medicine and emphasized giving quinine. On Wednesday he came, looked Martin over and said he would not live until morning. He died a few minutes after 8 o'clock without a struggle or hardly a move of a muscle, and we were all around him.
>
> A few minutes before his death we asked the whipping boss to come in and see him, but he seemed not to want to look upon Martin, we thought because he felt guilty, but ordered some medicine given and Martin then was too near gone to swallow and was sucking the medicine back and forth in his lungs. He never did have any care, his bed became a stench to sleep by, and he had frothed over his pillow and no clean one to take its place.
>
> The doctors pronounced his case pernicious malaria. Martin, I was told by Bob Harris, a convict, was buried at Perry, Florida, in some clothes given by some of the guards there, while he said the trousers used were out of a bundle owned by a nigger that had escaped from the camp a few days previous.

Since last August, says the writer, the members of the Tabert family have been busy writing letters to persons whose names were given them in letters from others. Through this correspondence they have secured a mass of testimony from men in many States and all tell substantially the same stories. John Gardner, now a private in the United States Army, who was a fellow prisoner with Tabert in Florida, writes one of the most detailed accounts. His letter, written from Fort Sam Houston, San Antonio, Texas, runs:

> I am answering a letter you wrote last August and I never received it until to-day concerning your brother's death at the Putnam Lumber Company, Clara, Fla.
>
> When I first came to were Martin was at the lumber Co. about the 5th of Jan. Martin was in frail health then and getting worst every day. Martin with the rest of us went to work every morning about four o'clock got on a flat car and rode about fifteen miles through the swamps and then got off and walked several miles wadeing water up to our hips and there was hardly any of us that had any shoes that was fit to wear and wadeing through the poison swamp water made risings and running sores all over us.
>
> One day Martin was working beside me we was in water above our hips shovling mud to make a grade to lay the track on. Martin would get dizzy and fall down and could not work verry mutch and Cap. Higgenbotham wipped him two times that day and almost every night when he came in fromm work he would get wipped. The last time that he got wipped we just got to the stockade about 7:30 P. M. Sat. and ate our supper witch was corn bread and blackeye peas.
>
> After supper we was lined up before we went in the stockade and several men was picked out and wipped of witch Martin was one. He laid Martin down beside the fire and hit him about fifty times and told him to get up but Martin was so weak he could not get up quick enough so he laid down again and was hit about a hundred times and was told to get up but couldn't so he beat him some more and several times he hit him over the head with the handle of the "Black Anty" and left him laying unconscious and some of us carried him in and laid him on his bunk. The next day when he was coming out of the stockade to breakfast he was delirious and was talking to himself so he was taken back to his bunk and as we just got in he died.
>
> Martin's corpse was taken about 11:30 that night and deposed of. I do not know wether he was buried or just thrown in the swamp.
>
> I could not tell you half of the terrible things that happened down there.
>
> Martin's back was all scabs and cuts from his shoulders to his knees and I have scars on my back yet. I often wished that when Martin was getting wipped that it was me instead of him. Martin never had a doctor when he was sick only once a few weeks before he died a doctor was there and gave him some c c pills. Glen Thompson shure did all he could for him he was always crying for water and he was trying to tell us something but we couldn't understand anything he said except water.

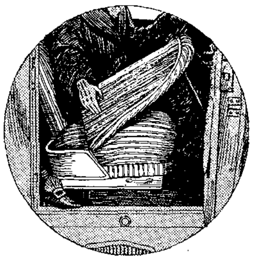
The Tabert family, with the assistance of the Langdon Commercial Club of Langdon, North Dakota, the County Commissioners of Cavalier County, and the States Attorney, formed a "Martin Tabert Committee," which sent States Attorney Grimson to Florida to make a personal investigation. He found, according to a pamphlet issued by this committee, that:

> Sheriff J. R. Jones of Tallahassee had arranged with the Putnam Lumber Co. for the payment of $20 side money for all able men that he could pick up and get delivered to their camp in the swamps to work for 90 days.
>
> He found that returning money sent to men to liberate them was a regular system.
>
> He found good reliable white men, who were willing and ready to sign affidavits covering the facts previously set forth in the statement of cruelties inflicted upon Martin Tabert.
>
> He could not find any person, who positively knew of the location of the grave of Martin Tabert, or one who positively knew that he was given a burial more decent than would be given a dog.
>
> He found that the Putnam Lumber Co. was an $800,000 corporation, who profited largely by the labor of unfortunate men, picked up and forced into their custody through trivial violations of the laws of the State of Florida.
>
> He also found many fine people in Florida, who knew of existing conditions and were strongly in favor of, and who begged for,

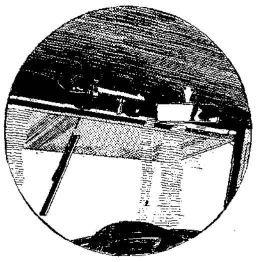


Our Ideal Paige Brougham

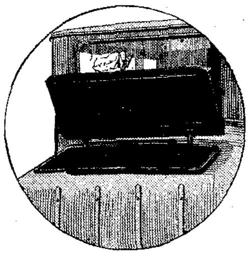
Smart Style—Much Comfort—Fine Behavior



Right-hand forward chair tilts ahead, and entire chair moves to left on concealed track, to give easy entrance and exit of passengers.



Automatic windshield wiper, rear view mirror, and sun visor.



Spacious rear compartment carries bags, suitcases and golfing outfits commodiously.

FIVE passengers find utter comfort in this superbly beautiful Paige. In spite of its close-coupled smartness, the interior is amply large. Step inside! Here are two finely upholstered, individual chairs forward—inviting, restful.

For greater entrance-way to the rear seat, the back of the near chair tilts ahead, while the entire chair moves to the left on a concealed track. In the wide rear seat three ride at complete ease—companionably close to those in front.

This steel-paneled body of anti-squeak construction is Paige's finest accomplishment in enclosed cars. Costly fabric decorates the interior and covers deeply cushioned seats. Silvered fittings, etched dome and quarter-lights, taffeta shades and a vanity case are features all women will appreciate.

All instruments, including gasoline gauge, are beneath a glass panel in a walnut dash. The steering-wheel is walnut with finger-type controls, and the steering-column adjustable to the driver's convenience. A heater supplies winter warmth.

Above all, this Paige's fine behavior and ease of handling invite confidence. Its docility is delightful. The frailest woman can drive this Paige Brougham practically without a lesson—and with a sense of security rarely equaled. Automatic windshield wiper, and rear-view mirror, give assured view of the road ahead and behind.

Milady's daintiest gowns are happily protected. Storm, dust, wind, are forever banished. Yet door and side windows may be completely lowered for as much openness as any touring car can give.

In this Ideal Paige Brougham you may go to theater, country club, shopping, or touring, and with no need to carry bundles or golf clubs or luggage inside. The locked compartment in the rear will carry golf bags with clubs 45 inches long, and half a dozen big suitcases.

Smart style—much comfort—fine behavior—these are yours in unequaled measure in our Ideal Paige Brougham. And no one can name a penny's worth of equipment which needs to be added. Every Paige is a complete car!

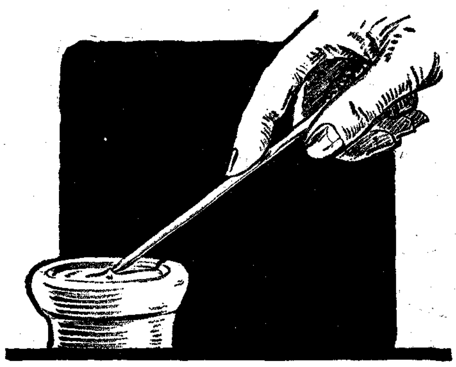
7-passenger Phaeton $2450
4-passenger Phaeton $2450
3-passenger Roadster $2695
5-passenger Brougham $2850

PAIGE

5-passenger Touring Sedan $3235
7-passenger Sedan $3235
7-passenger Limousine $3435
Prices at Detroit. Tax Extra

340-A

THE MOST BEAUTIFUL CAR IN AMERICA



How ridiculous to open a milk-bottle with an ice-pick

—or a tarnished fork—or your soiled thumb!

The bottle-cap crumples; it has a hole in it; to save your life you can't replace it so it will really protect your milk from germs and dirt.

And yet, this archaic type of milk-bottle cap is still in use despite the work of doctors and health-boards to abolish impure milk.

But you can cure the trouble. Tell your milkman that you want Perfection Caps on your milk in the future; say that no other kind will do.

For Perfection Caps open without crumpling or tearing. Simply lift them by a tab, *re-enforced so it will not come off.*

No fingers touch your milk—nor forks, nor ice-picks. And you can *replace* Perfection Caps as often as you wish without tearing them.

PERFECTION PULL
MILK-BOTTLE CAP

JUST LIFT BY THE TAB THAT WON'T TEAR OFF

PERFECTION

Just get a month's supply of Perfection Caps and see for yourself how convenient and sanitary they are. No expense is involved; no bothersome salesmen will call. Just send the coupon and the caps will be mailed to you. Why not do it now; while the idea is fresh in mind?

D-4

THE SMITH-LEE COMPANY
Oneida, N.Y.

Without obligation, please send me a month's supply of *Perfection Caps.*

Name..

Address..

Just tear off—sign—and mail

PERSONAL GLIMPSES

Continued

some action to be taken, that would help them drive this monstrous system of penal servitude from their State.

He found Governor Hardee of Florida a very fine gentleman, who exprest indignation and surprize in the facts shown him, and promised a thorough investigation. Both the Governor and Commissioner of Agriculture McRae, who is the head of the prison system of Florida, had asked for the repeal of the law allowing leasing of prisoners, at the last session. Mr. Grimson found, however, that there were many people in Florida who did not know nor realize the atrocities committed under that law, and believes it was only because the people did not know that the lumber barons, using arguments of false economy, succeeded in getting enough votes of the Legislature to defeat the repeal of the law.

The Senate of North Dakota forwarded a resolution to the Governor of Florida, asking that an investigation be made of the death of young Tabert, and, on April 5, both the House of Representatives and the Senate of Florida passed resolutions, almost unanimously, ordering a legislative inquiry into the circumstances of Tabert's death. It was protested by one representative that the matter ought to be investigated by the court rather than by the Legislature, but other representatives argued that the case should be given the widest possible hearing, "for the honor of Florida," and the resolutions went through. North Dakota papers appreciate this official attitude on the part of the Southern State.

Attorney Grimson, in the course of his investigation, turned up affidavits from a number of ex-convicts whose experiences in Leon and Dixie counties resembled that of young Tabert, except in the fatal outcome. One man tells how he was stretched over a huge log, with a fellow convict holding him by the arms and another holding his feet, while the "whipping boss" beat him with the "Black Aunty" until he could not stand. Other testimony indicates that it was the habit of this "whipping boss" to whip two or three men every day, as a means of stimulating the desire of the other convicts to work. There was no loafing among these convicts. They worked, often in mud and water up to their waists, says the affidavit, until they sometimes fainted from exhaustion. The Williston (N. D.) *Herald*, taking a wide view of the situation, comments:

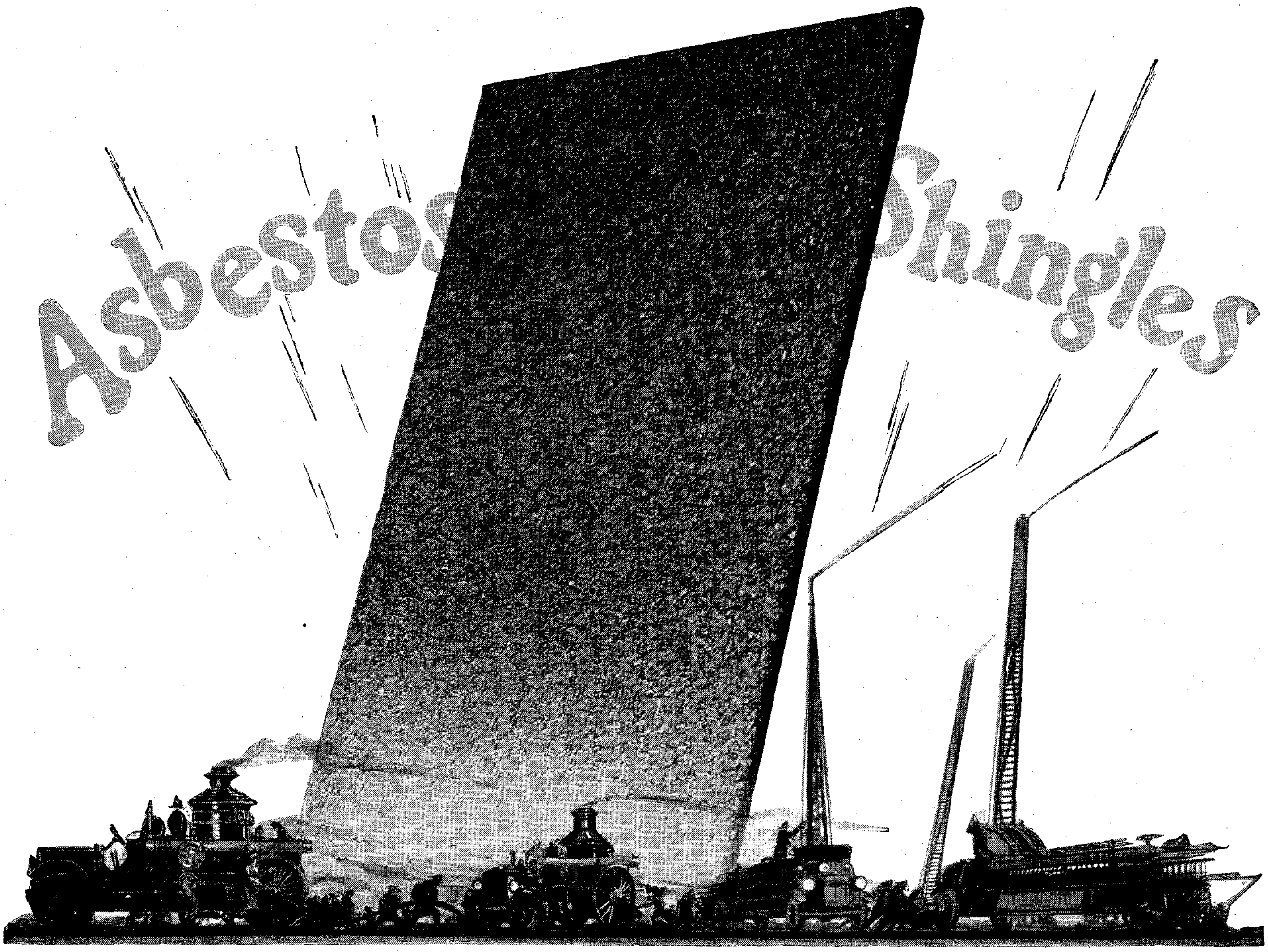
> The publicity given to the case of the North Dakota boy who met his death in a Florida prison camp a few months ago brings out one of the fundamental traits of American nature that will necessarily play a part in the success or failure of the work being done in this case. We of America are of an easy-going and forgetful nature as a rule, especially with evils which do not happen uncomfortably close to our own doors. An excellent example was the complacence with which our fathers regarded the slave trade for many years, and the forbearance with which the present generation accepted the more noxious manifestations of the liquor traffic for many years before it was put under the ban.
>
> Just before the Civil War a woman wrote a book which stirred America's lethargic interest and helped to settle the slaveholding problem for all time to come. That book was "Uncle Tom's Cabin," an idolized piece of literature in its prime, tho lightly regarded now. As a matter of fact, America's natural complacence has reasserted itself after a generation or two of time, and there are probably more people in the country to-day who do not believe in the actuality of the character of Simon Legree than there are who do.
>
> Thirty years ago, George W. Cable, another brilliant American novelist, wrote "Dr. Sevier," a story which most effectively set off the evils of the contract prison system then largely practised in the South. The book doubtless brought about some reform; how much we do not know. How little it brought compared with the amount needed has evidently waited to be revealed now by the very real flesh-and-blood case of Martin Tabert.

In order to get the view of authorities on the ground, The Digest telegraphed to three Florida editors for a statement of opinion on the case. Frank B. Stoneman, editor of the Miami *Herald*, telegraphs in reply that:

> Right-thinking people of Florida were appalled by the charges made by the Senate of North Dakota. Some years ago convict leasing on the part of the State was abolished by statute, but counties were still permitted to lease short-time prisoners to what were thought to be proper corporations or individuals. The legislature believed that it had made ample provisions in the law to protect all prisoners and to provide for their reasonable comfort and absolute health. The Tabert incident disclosed to the people of the State that its legislation was faulty and that there are loopholes in the law. The "whipping boss" through whose severity young Tabert came to his death has been indicted for murder in the first degree. People in this State are hoping that, if he is guilty of the crime, he will be convicted and punished. There is a strong demand for the removal and punishment of the sheriff of Leon County, through whose carelessness or otherwise the funds sent to release young Tabert were not delivered to him. The result in all probability of this disclosure will be the immediate passage by the Legislature of Florida of a law abolishing the leasing of convicts in any county.

Equally forthright is the statement of the editor of the Tampa *Times*. He telegraphs:

> The punishment of Martin Tabert, which undoubtedly brought about his death, was brutal and inhuman to the last degree. No papers of any standing in the State condone or attempt to apologize for it. Many demand that the perpetrators of the horrible outrage be treated as common murderers and punished to the full extent of the law. A few ignore it, fearing it will react against the State. The leasing of convicts to private persons or corporations has been abolished as a practise of the State. It still exists in a few counties. If the death of Martin Tabert shall lead to its total abolishment, he will not have died in vain. We hope and believe that the coming Legislature will put an everlasting end to the practise.



The greatest fire-fighter of them all

WHERE high powered engines have failed—where water-towers, chemicals, dynamite, all have failed—big conflagrations have often burned themselves out against the fire-safe roofs and walls of surrounding buildings. That's the story the fire records tell. Fire-fighting men, too, will tell you that their greatest ally is not so much a device to put fires out, but rather a material that prevents fire. Such is the Johns-Manville Asbestos Shingle.

Two Kinds

There are two kinds of asbestos shingles made by Johns-Manville. One is slate surfaced and flexible, the other a rigid slab of asbestos and Portland cement.

The former, the Johns-Manville Flexstone Shingle, pictured above, looks just like the ordinary composition shingle, but differs in one vital respect. Instead of an inflammable rag-felt base, every Flexstone Shingle is built upon a backbone of imperishable asbestos rock fibre. Each shingle costs only a fraction of a cent more. And is it not worth that little bit to you to secure genuine fire-safety?

Rigid Asbestos Shingles

The Johns-Manville Rigid Asbestos Shingle is the ultimate in permanent home roofing. Each shingle is a durable slab of asbestos and Portland cement and is practically indestructible. These shingles are famous among architects for their soft rich beauty. They come in several colors—grays, reds or browns.

Whichever shingle you decide to buy, you can be sure of its fire-safety because it is Johns-Manville Asbestos.

See your roofing man or builder at once and ask him about prices, weights, etc.

JOHNS-MANVILLE, Inc., *Dept. B*
Madison Avenue at 41st Street, New York City
Branches in 56 Large Cities
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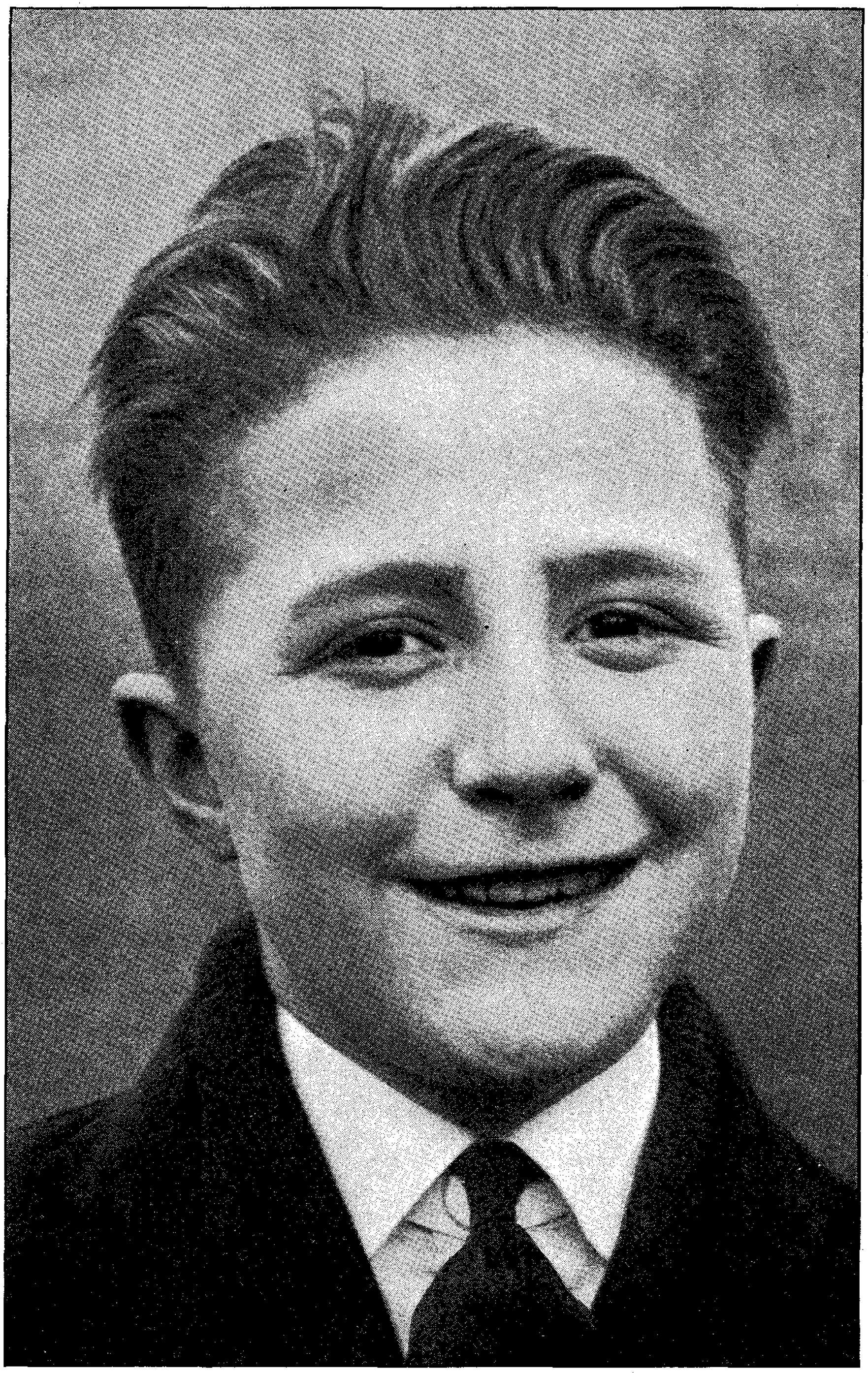
JOHNS-MANVILLE
Asbestos Shingles

Johns Manville Service
Covers the Continent
Through
Asbestos
and its allied products
INSULATION
BRAKE LININGS
ROOFINGS
PACKINGS
CEMENTS
FIRE PREVENTION PRODUCTS

THE WEEK OF THE BOY

SOME ONE THOUSAND CITIES of this and other countries, it is announced, will celebrate a "Boys' Week" from April 29 to May 5. A noteworthy fact, continues the announcement of the celebration, is that "no funds will be solicited." The idea, it appears, is "simply to focus the attention of the nation on the boy as its chief asset." The idea really took hold of the country back in 1920, says a bulletin issued by the headquarters of the movement, in New York City. It was then that the Rotary Club of New York, through its Americanization Committee, decided that a very fundamental bit of Americanization consisted in improving the Americanism of the American boy. Last year, it is recalled, 60,000 boys marched down "the world's greatest boulevard, Fifth Avenue." This year, according to announcements which appear in the press, the parade will be repeated, not only in New York, but in hundreds of other cities throughout the country. Nor will even the nation-wide celebration bound the activities of the week, for the idea, it is said, has been taken up in no less than twenty-seven nations of the world, in five continents. Interest in the International Boys' program has spread, we are told, "from Prince Rupert, Canada, to Montevideo, Uruguay, and from Edinburgh in Scotland to Honolulu in Hawaii." Particularly significant of the New York program is the fact that the boy chosen as "the typical New York boy" bears the name of Louis Balli, and was born on New York's "East Side." He is an orphan living with an elder sister, and as "Grand Marshal" he will lead the parade down Fifth Avenue on May 1, when, it is estimated, 100,000 boys will be in line. "Why a Boys' Week?" ask the promoters of the movement. They answer with this résumé of the modern boy problem:



CHOSEN AS "THE TYPICAL NEW YORK BOY."

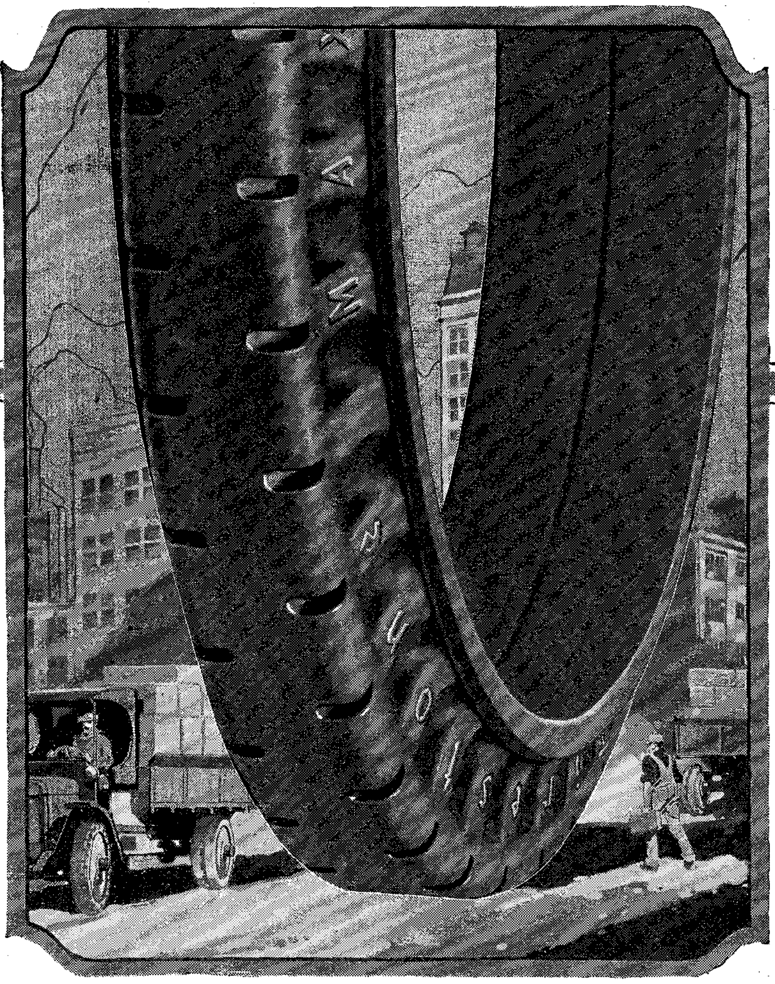
An Americanization Committee of New York business men has appointed him "Grand Marshal" of the greatest of all boy parades, to be held May 1. His name is Louis Balli, he is fourteen years old, and he lives on New York's "East Side."

> A brief survey of the boys' problem as it faces us to-day is sufficient to engage the interest of the world. Latest statistics tell us that New York spends $36,000,000 for the protection of life and property through our courts, police, district attorney's office and houses of detention. This statement becomes more remarkable when we realize that more than 70 per cent. of those apprehended in one year are under twenty-five years of age.
>
> Three out of every four boys never complete high school; one in every three boys needs medical attention; the city is full of blind-alley jobs, and only a handful of boys get a real opportunity to learn a trade.
>
> The dark side-alley and the corner gang have too well and too long hidden the boy. In terms of cash our boys are worth billions of dollars, yet only one boy in every sixteen has the opportunity to spend his spare time in connection with a recognized boys' program like the Boy Scouts, Boys' Clubs, Big Brothers, Y. M. C. A., Y. M. H. A., and other recognized organizations that are developing the boys into good Americans and giving them the proper attitude toward life.
>
> There are too many boys that are leaving school just as soon as the law will permit. Too few parents have the right attitude toward their own children; too little emphasis is put upon the devotion of boys to the faith of their fathers; too little emphasis is put upon the fact that America is a land of opportunity, where even the boy of humble home and obscure origin can climb to the presidency of the nation.
>
> The above are just a few of the facts that stare us in the face in connection with the boy problem. These facts constitute one of the reasons why the Rotary Club of New York, cooperating with the boys' work organizations, the schools, and churches, wish to bring the public attention to the inestimable value of Boys' Week, which starts with the Boys' Day in churches on Sunday, April 29th; which reaches the point of splendor in the demonstration of loyalty and parade on May 1st, and which concludes with the Boys' Day Out-of-doors on May 5th.

The program of the week includes special days, on which emphasis will be placed on some sort of activity that particularly interests the boy. The program given is that prepared for New York City, but it has been offered for use, with such variations as the different communities may desire, to the country at large. This program runs:

> *The week will open with Sunday, April 29th, Boys' Day in churches:* The priest at mass, the rabbi in the synagog, and the minister in his pulpit will stress the subject of the "Boy—the Nation's Greatest Asset."
>
> At the morning service emphasis will be on the parents'

The Mark of Quality



The Firestone Maxi-Cushion tire is the most recent of the long list of Firestone original developments. Its special design and resilient, long-wearing compound provide a protective cushion that remains practically unchanged even after thousands of miles in service. The Maxi-Cushion travels the road with nearly the speed of pneumatics. It holds its course with the traction of a solid, yet absorbs jolts and jars, saving truck and load from the hammering vibration that damages the cargo and tends to crystallize the fine steels and alloys of the truck's mechanism.

More Freight to Be Hauled—Better Tires to Haul It

As business picks up and the volume of freight to be handled grows, it behooves the truck owner or operator to find ways to increase the haulage efficiency of each of his trucks.

Right there is where the Firestone organization of Truck Tire Service Dealers renders a broad and practical service. Stocked with the complete line of Firestone Truck Tires, the Firestone dealer has the equipment to get more work from your trucks at a lower ton-mile cost.

Yours may be heavy duty haulage, demanding tires of tremendous tractive power and carrying capacity; or it may be fast delivery of lighter, perishable freight. Your daily trips may be short runs through congested city streets, or long hauls over rural highways. A particular type of Firestone Truck Tire has been developed to give better results under each of those conditions, and the Firestone Service Dealer can tell you authoritatively which type it is.

There are over 800 of these Firestone Stations, all conveniently situated, and equipped for rapid tire changes and skillful repair work. The men in charge are truck tire experts, prepared to show you the way to increase mileage, speed delivery schedules and extend the scope of your trucking operations.

Call on the Firestone Service Dealer in your trucking zone. Make use of his experience and familiarity with local conditions to get your trucks on the best-paying basis of operation.

Most Miles per Dollar

Firestone

TRUCK TIRES AND TRUCK TIRE SERVICE

The brush that fits all your teeth

THE tooth brush that cleans all your teeth except one or two is shirking its duty.

Pro-phy-lac-tic Tooth Brushes are designed to fit all your teeth and clean every one thoroughly. The tufted bristles reach between the teeth and into depressions caused by crooked teeth.

The curved handle of a Pro-phy-lac-tic enables you without extra effort to brush the places ordinarily hard to reach. Even the inside surfaces and the backs of the back teeth are easy to clean.

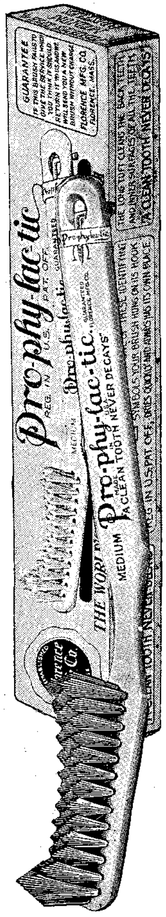
Pro-phy-lac-tic Tooth Brushes come in three sizes—adults', youths' and children's; and in three degrees of stiffness—hard, medium, and soft.

If the one you buy isn't absolutely satisfactory, return it to us and we will replace it.

FLORENCE MANUFACTURING CO.
Florence, Mass.
Sold by all dealers in the United States and Canada

"A Clean Tooth Never Decays"

Pro-phy-lac-tic



Always Sold in a Yellow Box

PERSONAL GLIMPSES
Continued

responsibility to the boy, and in the evening there will be special boys' services with emphasis on the responsibility of the boy toward his parents, his country, and his God.

Parents are requested to attend services with the boys on this Day.

Monday, April 30th, will be Boys' Day in Schools:

The boys of the vocational schools are printing 1,000,000 pamphlets for distribution among the schools. One pamphlet will be a message from the Mayor, another with a message from the Governor, and still another from the President of the Board of Education and from the Superintendent of Schools.

There will be a thirty-minute song program and an address in each school by a prominent business man. The speakers will emphasize the value of an education, the cultivation of the library habit, the training for citizenship and safety.

Tuesday, May 1st, will be Boys' Loyalty Day:

Louis Balli, aged fourteen, of 834 Second Avenue, Grand Marshal of the parade, will lead 100,000 boys representing the boyhood of New York. Louis was selected as "the typical New York boy."

The parade will be made up of Boys' Units, Bands, Floats, Demonstrations, and a hundred other displays. Emphasis in this parade is on loyalty to the ideals of our country. The boys will parade in order that the citizenship may see the potential manhood of New York and experience a thrill of pride as they see the boys march by with steady step, with heads erect, shoulders straight and eyes straight ahead.

Wednesday, May 2nd—Boys' Day in Athletics and Entertainment:

Indoor meets for Boys in every available gymnasium in the city, with uniform programs and standard tests. Athletic programs in all the centers. Entertainments and dramatics in every boys' organization. Public invited to see what organizations are doing for boys.

Thursday, May 3rd—Boys' Day in Industry:

The dignity of labor emphasized. Employers of boys and teachers cooperating. Vocational training and guidance featured. Give the job a future and let the boy see the advantage.

On this day many of the banks and industries will be operated by boys for two hours in the afternoon. For instance, a boy will occupy the office of the president of the Stock Exchange, and so on down through the other responsible positions in this enterprise. It is also expected that a boy will be Mayor of New York City for two hours, President of the Board of Aldermen, Superintendent of Schools. The purpose is to inspire the boy to see the opportunities for leadership that await him in the days not so far ahead of us.

Friday, May 4th—Boys' Day at Home:

Parents spend this evening with the boys. Programs provided to be carried out in the homes. Homeless boys invited to spend the evening in a home. Emphasis on the home as the real medium in the development of character-building for citizenship.

Radio program conducted entirely by boys from W. J. Z. and W. E. A. F.

Saturday, May 5th—Boys' Day Out-of-Doors:

Outdoor meets. Boy Scout demonstrations. Woodcraft League Grand Council Rings. Emphasis on life in the open. Baseball leagues and playground activities out-of-doors begin to function for the summer on this day.

The New York parade, it is announced, will include 75 bands and 200 floats. The promoters quote President Harding and Governor Smith as enthusiastically in favor of the Boys' Week celebration. The announcement concludes:

Boys' Week is a drive for publicity and not for funds. It is being conducted in a spirit of service and all those who help to make this wonderful plan a success will do so without financial compensation.

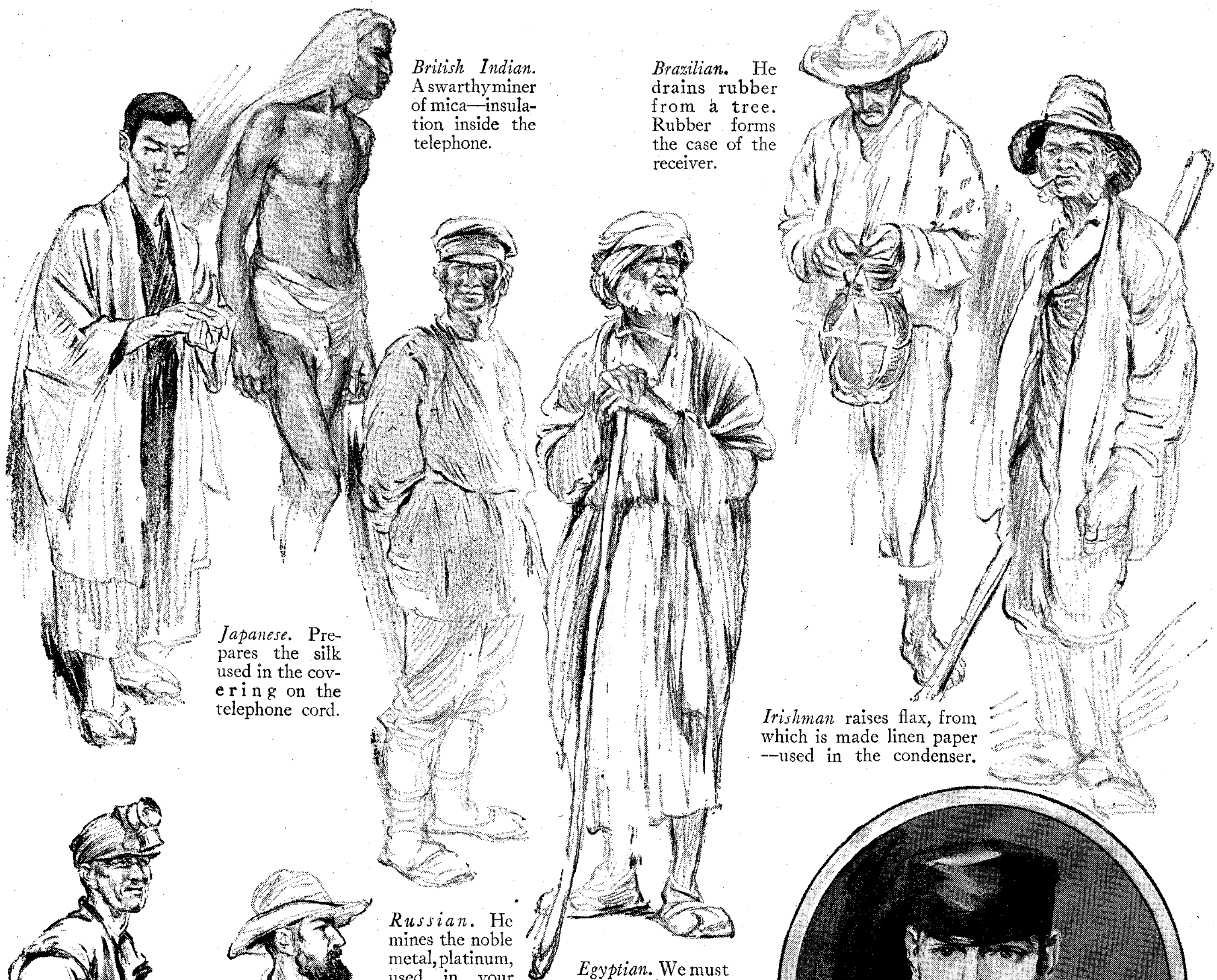
So, Mr. Reader, plan to celebrate with the boy during Boys' Week. Catch something of the enthusiasm of boyhood. Make up your mind that you are going to think for one week in terms of boys. Cooperation is effectual not only in chain stores, packing trusts, and banking combinations, but also in feelings. The most important part of the population is Boydom. Is it not a good idea to concentrate for one week on the Boy problem? Remember that all of your work in the world is for the boy and the faith of the nation and of humanity is in his hands. So it might be well to pay him some attention for one week with the hope that the spirit of Boys' Week may last all through the year.

LIFE IN A PRISON DE LUXE IN LOUISIANA

WHILE one Southern State's prison system is under fire, as a result of the death of a convict under particularly harrowing circumstances, the neighboring State of Louisiana, writes a newspaper correspondent in the Washington *Times-Herald*, boasts "the most remarkable prison on the North American Continent" A genuine "prison de Luxe," the correspondent, Cornelius Vanderbilt, Jr., calls it. Picture to yourself, he writes, "on the banks of the broad Mississippi a veritable garden spot, surrounded on three sides by high embankments, on the fourth by beautiful hills, with a wonderful air of peace and security, and seemingly an attitude of contentment; with beautifully cultivated fields stretching for miles and miles, dotted here and there by little clusters of long, low white buildings; and in the center of this peninsula, a huge factory-like structure with the usual towering black chimney, and groups of humans everywhere working industriously." All this is Angola, some forty miles north of Baton Rouge, the capital of Louisiana. And this penitentiary, continues Mr. Vanderbilt,

One of the lifetime ambitions of John M. Parker, Governor of a State recently made famous by Ku Klux and book-making, is conducted for making men out of derelicts. And in this making of men it employs the system originated in the nineties in Mississippi, of letting those convicts who through good work and exceptional service become trusties, guard themselves. For, altho over 1,600 men are confined at Angola,

These men made your telephone



British Indian. A swarthy miner of mica—insulation inside the telephone.

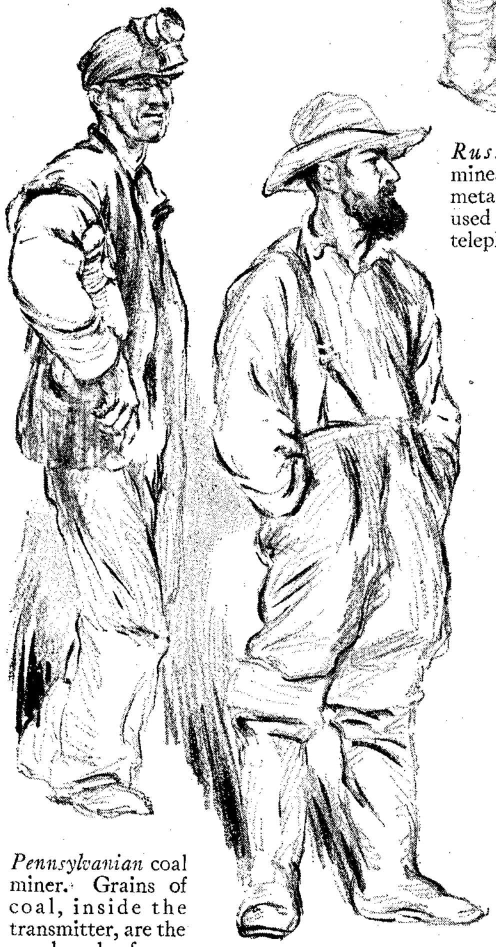
Brazilian. He drains rubber from a tree. Rubber forms the case of the receiver.

Japanese. Prepares the silk used in the covering on the telephone cord.

Irishman raises flax, from which is made linen paper—used in the condenser.

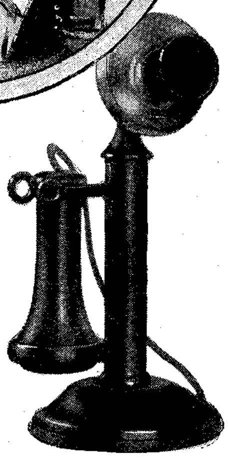
Russian. He mines the noble metal, platinum, used in your telephone.

Egyptian. We must go to the Nile Valley for certain cottons used to insulate wires.



Pennsylvanian coal miner. Grains of coal, inside the transmitter, are the vocal cords of your telephone.

Alaskan. Your telephone needs gold too, and here's the man who digs it.



—and the workman at Chicago

FROM a slab of rubber, a bundle of vegetable and animal fibres and a curious medley of minerals brought from every corner of the world, this man's skill produces a marvel of precision and ruggedness—your telephone.

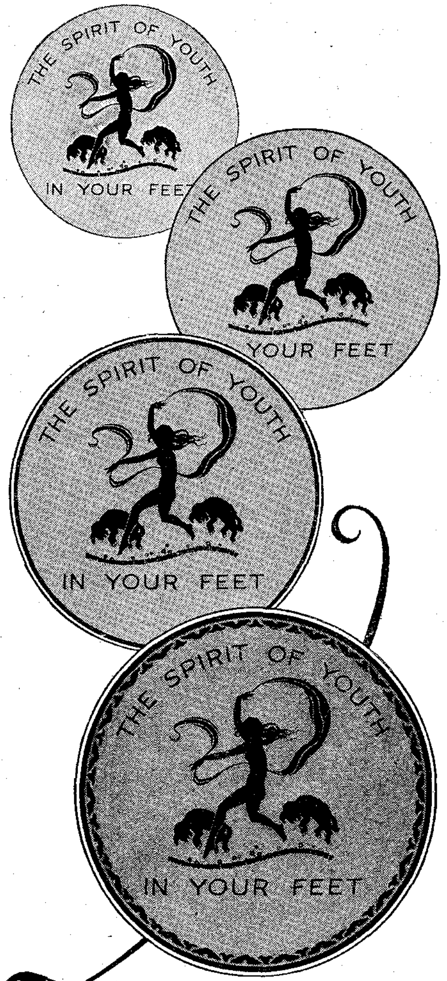
He is one of 28,000 men and women at the Western Electric works in Chicago. As makers of telephones and the countless items of telephone apparatus, they are setting the standard for the whole world.

Amid strange scenes in strange lands, the picturesque types above are gathering some of the 19 materials needed to make your telephone.

Western Electric

Since 1869 Makers of Electrical Equipment

No. 2 of a series on raw materials.


THE SPIRIT OF YOUTH IN YOUR FEET
THE SPIRIT OF YOUTH IN YOUR FEET
THE SPIRIT OF YOUTH IN YOUR FEET
THE SPIRIT OF YOUTH IN YOUR FEET

The spirit of youth in your feet

FREEDOM—buoyancy—exhilaration—glad VIGOR!

To all who would carry life's load lightly, these world-famous shoes offer **help incomparable.**

Why do YOU continue to deny yourself their wonderfully refreshing stimulus?

At the "Ground Gripper" Shop in your city are awaiting YOUR feet inimitable comforts, as appealing in appearance as they are in intelligence. Write us for our new Book, "What You Should Know About Your Feet." IT'S FREE!

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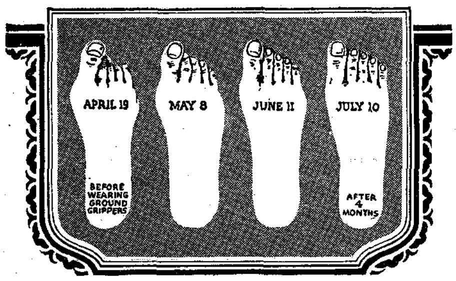


PERSONAL GLIMPSES
Continued

there are but eleven paid guards in the camp, and not a man has been lost in many years.

Furthermore, unbelievable as it may sound, there are no cells, no bars, no high walls, no iron fences, no vermin, no uniformity of clothing, no prison pallor; all this a most radical change from the present type of penitentiary.

Prior to 1901, the laws of Louisiana were to the effect that prisoners held in confinement by the State could be leased to companies and plantation owners of repute at a certain fixt sum, in order to complete projects in which the individual lessees were interested.

These prisoners were manacled, guarded by brute force, horribly treated and often unmercifully beaten. They built roads, constructed houses, tilled fields, gathered the crops and worked on the levees.

Officials knew this lessee system, with its devious paths of brutality, would not only attract the attention of other States, but other countries.

So, in 1902, a bill was passed by the State legislature prohibiting convicts from being used practically as slaves by individuals or companies. And then arose the problem, a problem which confronted other Southern States as well, of how best to look after the unfortunates whose acts made them subject to confinement. All sorts of schemes were tried.

South Carolina, Georgia, Alabama and Louisiana decided that hard labor, road-building and government operation of projects which the State controlled should be the solution. So for the next fifteen years Louisiana fell heavily in debt through the expenditure of immense sums annually for the payment of guards and the supervision by corps of engineers of roads, canals, levees, etc., which the convicts constructed.

The burden was terrific. In 1916 the system was again changed. The legislature decided to construct a large penitentiary. Money was appropriated and plans were drawn for the building of a huge State-owned prison.

If this bond issue had been spent as intended, says Mr. Vanderbilt, his story would never have been written, for hundreds of such institutions are to-day in operation. However, it happened that:

There lived in Louisiana a man of vision, a man who believed that humanity and progress are the watchwords of the generation, a man who had courage enough to come out in the open regardless of party politics and declare that his platform as chief executive of this famous Southern State was one of businesslike institutions run by business men. This man was Governor Parker, the present incumbent, whose proud boast is, "I am not a politician, and this is the first public office I ever held."

Like Oglethorpe, of Georgia, back in Revolutionary days, he thought he knew how to make a man. And Governor Parker has made many men in this State in the past three years.

It is unfortunate that the laws of Louisiana which govern elections are such that Parker can hold office for only one term, but it is hoped that whoever succeeds him will continue his good work, because he has proved beyond a question of doubt that his idea is fundamentally sound. Angels do not become celestial overnight. Convicts are not converted in a week, but the slow process of teaching the man who has done wrong that he will be given every chance to do right is that which is working miracles at this institution.

"We trust our men just as tho they were coming up here to recuperate after some severe illness," Governor Parker told the writer. "We don't baby them. We don't believe in making things easy for them. We give them the hardest kind of work. We treat them fairly, squarely and humanely."

Governor Parker's first official act after assuming his position as chief executive was to inform Henry L. Fuqua that he would still be retained as general manager of prisons, providing he still desired to retain this important position. Mr. Fuqua, who had held office three years previous, reappointed William B. Gibben as superintendent of the institution.

At that time more than 150 paid guards were employed to take care of the prisoners. They were for the most part riff-raff, for the job paid but $40 a month and board. Brutal bullies, with huge whips, patrolled the fields, where men worked intermittently. The hospitals were filled with fever and disease; regular hours were unheard of; food was poor; vermin everywhere.

Mr. Fuqua requested that he be given free rein to "hire and fire" as he saw fit, providing he never lost a prisoner and never increased the tremendous expenses. This power was vested in him, and he has lived up nobly to his agreement.

Six months later there were fewer than twenty-five paid guards; the men were segregated into semi-military quarters, regular working hours were put into force, women prisoners had their own separate camp, competent surgeons and expert engineers were called in consultation. A regular garrison, instead of a partially equipped, poorly run institution had arisen; a business man had taken hold; system had been installed.

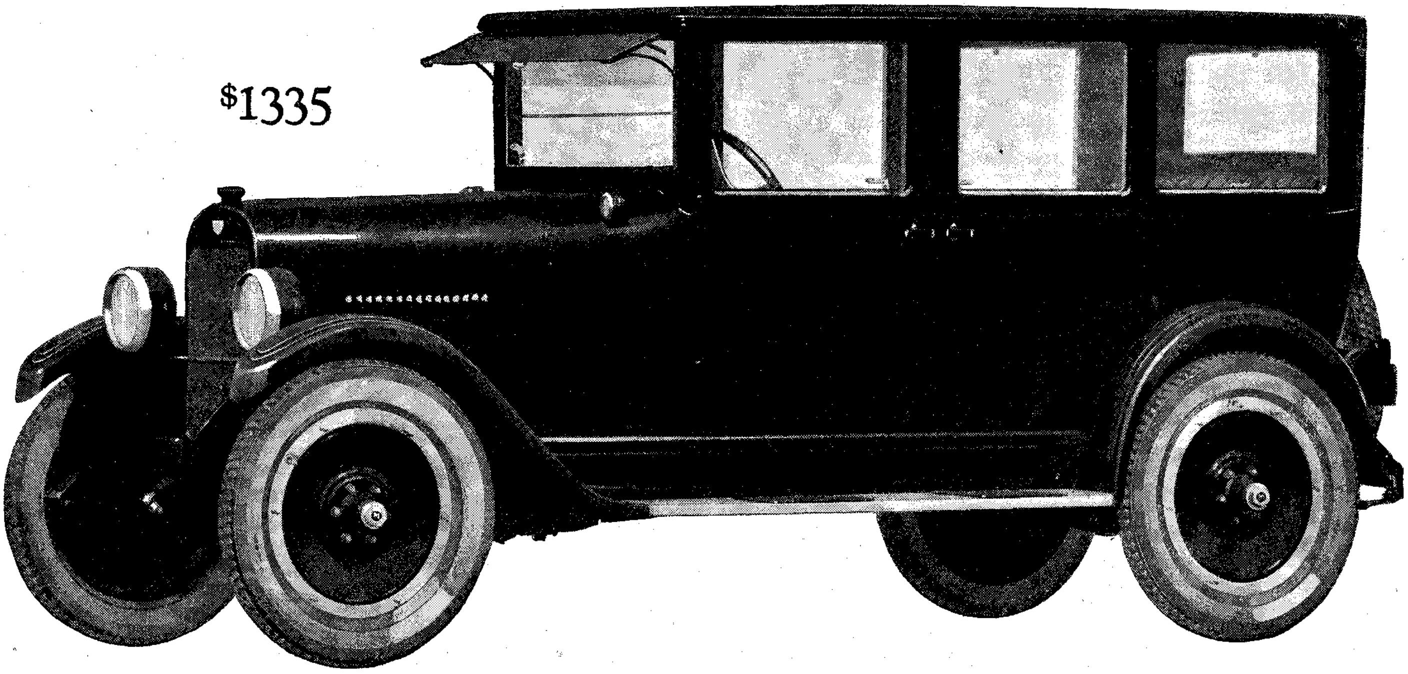
To-day Angola penitentiary is fast becoming one of the show prisons of the country. Soon it will be known as the most remarkable institution of its kind in the world. Certain it is that its plantation will be the largest in the entire South, and the most fertile.

There are 17,800 acres of land within the plantation under cultivation. Of this 6,000 acres are pasture land and 8,000 acres sugar-cane.

The prison is self-supporting, says the writer, with the single exception of wheat. Over 3,000 head of cattle, 387 mules, 200 horses and colts and 20,000 fowl are kept within the reservation. Moreover:

The fourth largest sugar refinery south of the Mason-Dixie line is situated in the middle of the institutional levees. In 1921 over 6,000,000 pounds of granulated and 1,000,000 pounds of lump sugar were produced by the convicts at this refinery. Twelve of the largest sugar refinery boilers in the world are located here. Five of them consume 20,000 barrels of oil per month.

Hospitals are kept in every one of the quarters. Here an orderly, usually a man with medical knowledge and a trusty of good standing, is placed in charge. Since the Parker administration there are seldom over six men to a camp in the hospital at one time. The camp physician visits each hospital once a day, and any man who is seriously ill is removed to a general hospital. There is also a tubercular hospital where incurables are kept.

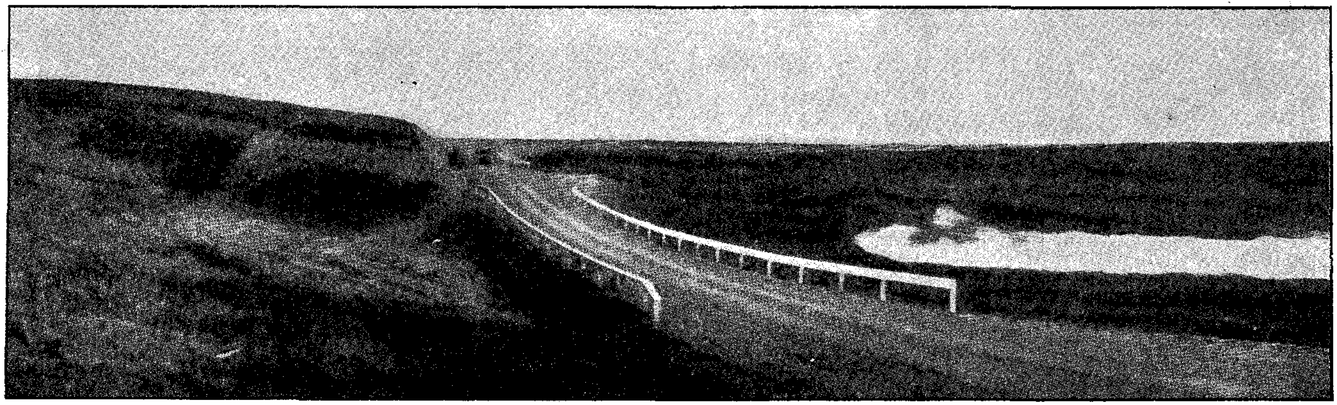


The Good
MAXWELL

Good Maxwell manufacturing is scientifically organized, down to the last man and the last detail of every department, with one and only one object in view. That object is to put so much more into the car than the public has been accustomed to getting that any one can recognize the superiority under the hood and in the chassis, in appearance, performance and running cost.

Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Alemite lubrication; motor-driven electric horn; unusually long springs; new type water-tight windshield. Prices F. O. B. Detroit, revenue tax to be added: Touring Car, $885; Roadster, $885; Club Coupe, $985; Four-Passenger Coupe, $1235; Sedan, $1335

MAXWELL MOTOR CORPORATION, DETROIT, MICHIGAN
MAXWELL MOTOR COMPANY OF CANADA, LIMITED, WINDSOR, ONTARIO



From "National Safety News."

WHITE GUARD RAILS AND GOOD GRADES OUT IN "THE GREAT OPEN SPACES."

This particular stretch of the Lincoln Highway is in Wyoming, and the leveling and straightening of the highway is typical of the work that is being done everywhere along the line of our great transcontinental highways, from coast to coast.

BUILDING SAFETY INTO AMERICA'S "MAIN STREET"

AUTOMOBILE ACCIDENTS ARE INCREASING from year to year. Nevertheless, in proportion to the number of cars, there is an actual decrease; and one reason for this, it is announced, is that a determined effort is being made to make the roads of the country safe for motorists. A statistician, working on the basis of the number of accidents a few years ago, would undoubtedly have predicted that, in the present year of grace, the total number of such accidents would be about double what they are. This complimentary showing of the "Safety First" idea, says C. T. Fish, writing in *National Safety News* (Chicago), is nowhere better illustrated than along the line of that "Main Street" which cuts across America, stretching 3,305 miles from New York to San Francisco, and called the Lincoln Highway. Both in its suburban and country stretches, there is a determined effort to make it a model for the other roads of the nation. "When the Lincoln Highway was mapped out in 1913," writes Mr. Fish:

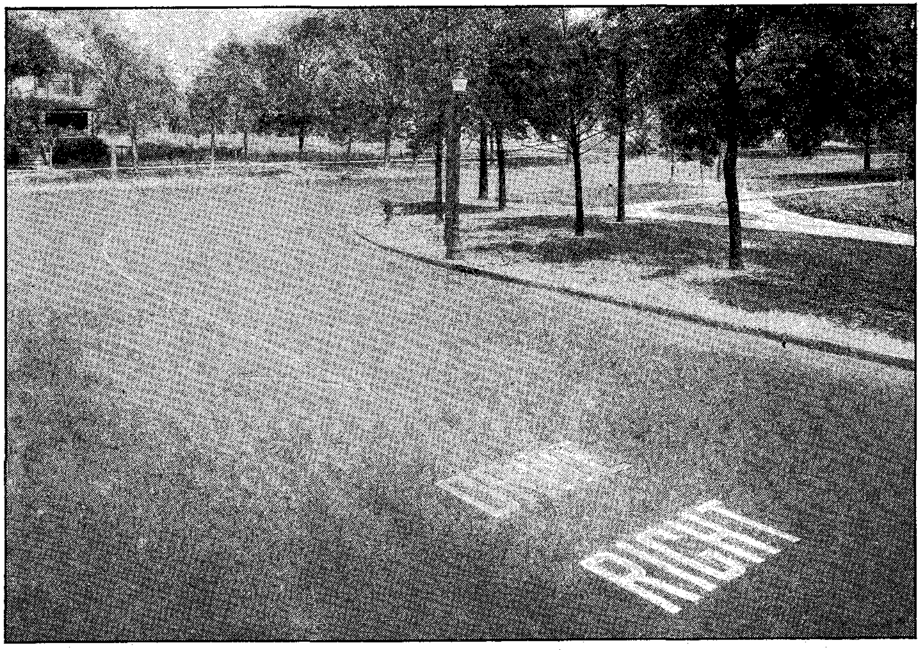
There was no through connecting road west of Pittsburgh. The old highway, which was laid out in the eighteenth century, ended at that point and from Pittsburgh to the Pacific coast there were merely dots and dashes of highway construction, the extent and quality of which depended largely on the prosperity and progressiveness of the county through which the road was constructed. In 1913 the Lincoln Highway was a theoretical red line drawn across a map of the United States; to-day it is a real transcontinental highway connecting the Atlantic with the Pacific, improved for its entire length and with many long stretches of permanent scientifically built road construction. So completely is it marked off with sign-posts, that it is practically impossible for the tourist to suffer an accident or lose his way through lack of information.

The eighteenth century pioneer following the trail west of the Alleghanies in search of a new home was confronted with the perils of cold, starvation and hostile Indians. The traveler along the highways of to-day faces the less romantic hazards associated with traffic and unprotected grade crossings. Risks from the latter source are being steadily reduced wherever they occur along the route of the Lincoln Highway.

The work of the Lincoln Highway Association in connection with this great enterprise has been largely promotional. To accomplish its purpose, the Association has coordinated the efforts of county, State and federal authorities in carrying on the work of road construction and improvement. The Lincoln Highway is part of the State highway system in every State. Except in one county in Utah, every section of the road is receiving financial aid under the Federal Highway Act, passed in November 1921, which was framed to aid the construction of interstate routes of national importance.

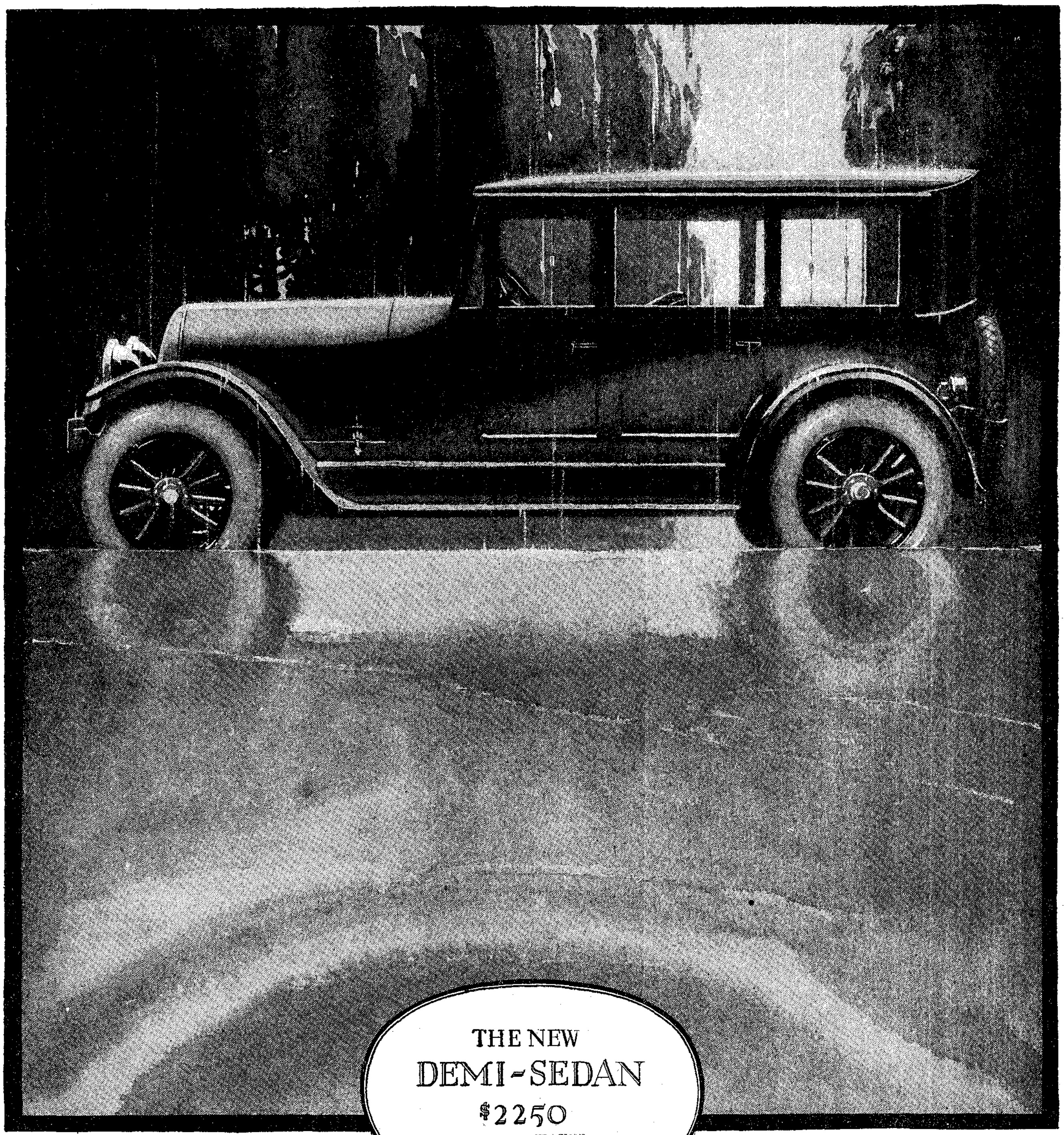
The Association, reports Mr. Fish, has been particularly active in its efforts to secure the elimination of grade crossings. During the past two years—

Field Secretary G. S. Hoag has made a special effort to enlist the cooperation of State and county authorities and the railroads in crossing separation work. In some places the separation has been made by straightening the road, even where rock excavation was necessary. In Robinson Cañon, near Ely, Nevada, ten out of thirteen



SAFETY MARKERS ON A CITY CURVE.

This plan of introducing division lines, taken up all over the country, is said to have reduced accidents to a minimum. The particular curve shown is on East Grand Boulevard, in the vicinity of Frontenac Boulevard, in Detroit, where traffic conditions are often dangerous.



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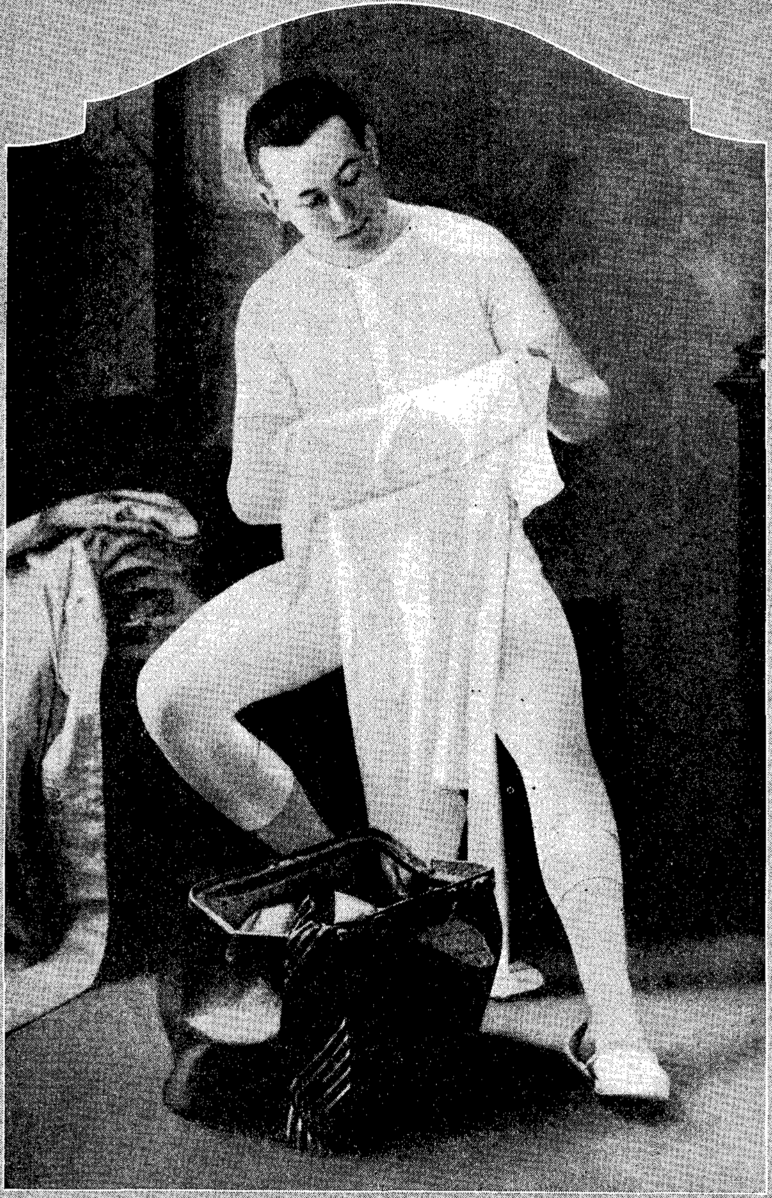

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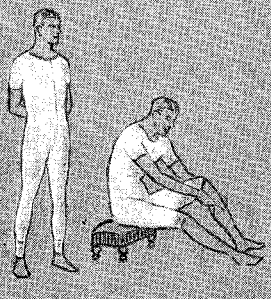

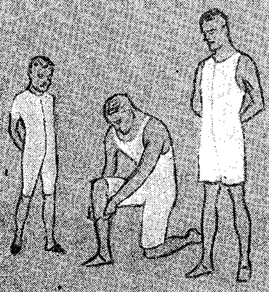

MOTORING AND AVIATION
Continued

grade crossings in a distance of five miles were eliminated by this means. In a few cases the crossing separations were accomplished by regrading the road and crossing over or underneath the tracks. In many States no piece of permanent road construction in which there is a grade crossing is ever approved.

For 450 miles west of Omaha, Nebraska, the Lincoln Highway runs parallel to the Union Pacific Railroad, crossing and recrossing the tracks at many points. Originally there were fifty grade crossings in this distance. The number has been reduced to twenty-five and plans are under way to eliminate all except four, during 1923. Where grade separations are necessary, the railroad is willing to assume its share of the costs. The Union Pacific has allowed the counties to construct roadways along the railroad's right-of-way, charging each county the nominal rental of twenty-five dollars a year, regardless of the length of the county's section of the road. These roads, from Omaha to a point twenty five miles west of the Utah-Wyoming State line, have been incorporated into the Lincoln Highway.

The best principles and practises in road construction, says the writer, are embodied in what is known as the "Ideal Section" of the Lincoln Highway. He reports:

This stretch of road, which is one and a third miles in length, has been built in Lake County, Indiana, just east of the Illinois State line. Safety, durability and beauty are combined in this section of the highway which is to serve as a model for future construction. The paving and grading on the ideal section has been completed and only beautification and a few minor details remain to be completed. The actual cost of the pavement was approximately $62,000 per mile, altho the concrete is forty feet wide.

Width was the first consideration in planning this section. The committee entrusted with drawing up the specifications decided upon a 100-foot right-of-way with a 40-foot paving. This would allow four lanes of traffic, an inner lane of fast-passenger vehicles and an outer lane of slower moving trucks proceeding in each direction. These specifications are based on an average traffic of 15,000 passenger cars traveling 35 miles per hour, and 5,000 motor trucks traveling 10 miles per hour. These figures represent the practical limits of traffic on one road. Should a greater amount of traffic develop between two points, a parallel road on a separate right-of-way should be constructed to handle additional travel. Confusion and danger would result if more than four lanes of traffic were attempted on one road.

Concrete paving ten inches thick with reinforcing steel was adopted. In planning this thickness, the Committee assumed that maximum weight on four wheels would be that now specified by several States, 28,000 pounds being considered the practical limit. Steel reinforcing was used to hold the slabs together in case of cracking and to prevent dangerous widening of the cracks.

Earth shoulders are provided on each side of the road. There is no danger of being crowded into the ditch, explains Mr.

Fish, because there is none. Catch basins and submerged tile under the earth shoulders provide drainage. There are three other sources of danger in present roads, he adds:

> Narrow radius curves, often insufficiently "superelevated" or tipped up at the outer edge; alternate darkness and blinding light from undimmed headlights, and pedestrianism. The committee recommends that, wherever possible, all curves should have a radius of not less than 1,000 feet and where a sharper curve is unavoidable, it should be tipped up sufficiently to allow a speed of 35 miles an hour around the curve with safety.
>
> The ideal section will be illuminated for night travel by a modern light system designed by the illuminating engineers of the General Electric Company. The type of lighting equipment used for city streets is not adapted for highway illumination, hence it was necessary to develop a new system by which the light is concentrated on the roadway instead of being diffused over the fields. It is also important that the light be kept in line with the surface of the roadway under all conditions. This requires a bracket that can be adjusted both horizontally and vertically to meet the lighting requirements at curves and grades. This system has been successfully used in several places and is said to be economical in installation, operation and maintenance. The lighting units are placed on concrete poles 35 feet above the surface of the road. The poles are placed at the outer edge of the gravel shoulder about five feet from the paving and staggered on 250-foot centers along the road. The illumination of the ideal section will be completed during 1923.
>
> The question of highway illumination is growing in importance. More and more motorists are using the roads at night and many firms which ship by truck are using daylight for loading and unloading and night for travel. Headlights are absolutely necessary, but they do not solve the problem. A well lighted highway offsets the glare from undimmed headlights and makes the road safer both for drivers and for pedestrians who have no place but the highway to walk. The safety of pedestrians will be further protected by a gravel footpath along the ideal section. This will also be completed during 1923.

An incidental advantage of highway lighting, it is pointed out, is that it will make the operations of motor bandits more difficult and their apprehension much easier. Mr. Fish continues:

> The chief purpose of the ideal section of the Lincoln Highway is educational. It is neither practical nor desirable that the specifications followed in its construction be adopted for the entire transcontinental route. The ideal section will, however, provide a model for highway engineers to study when planning road construction and improvement in their own localities. It is an example of what main line interstate highways will ultimately develop into.
>
> In addition to the ideal section described above, the Association has encouraged the building of safe and durable roads by the promotion of "seedling miles," particularly in districts where no permanent road improvement had existed. The Association supplied enough cement to construct one mile of standard 18-foot road on the condition that the community provide satisfactory subgrade and drainage and finance the labor costs of the road. The building

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Just before Pyorrhea starts—to undermine the teeth and health—kindly, knowing Nature sends a warning: the gums are tender and bleed easily.

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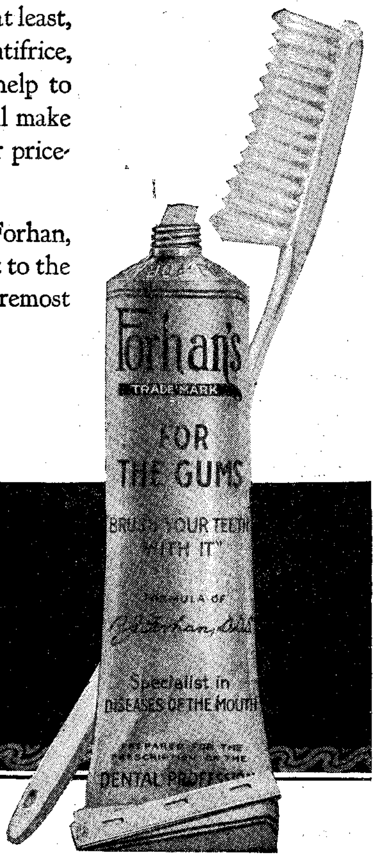
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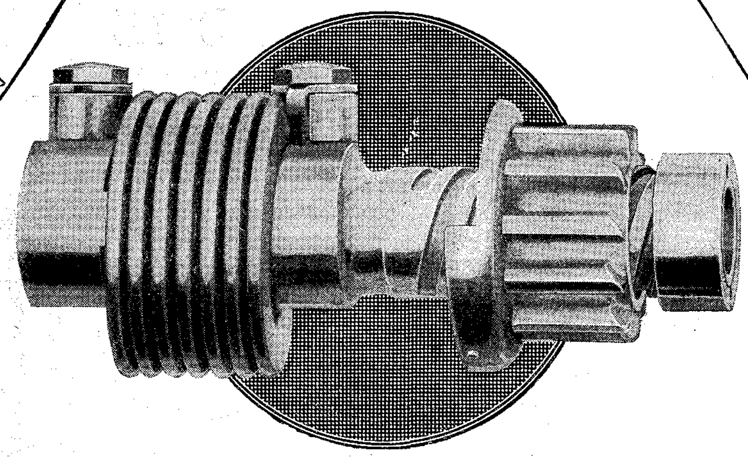

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of these "seedling miles" has resulted in the construction of many additional miles of permanent roadways by the municipalities without outside aid.

All obstructions to vision at intersecting roads are dangerous and the Association is having them removed wherever possible in order to allow a clear view at least 500 feet in each direction from the intersection. Billboards are, perhaps, the worst offenders in this respect, both from the esthetic and the safety standpoint. Many States have laws against the placing of billboards at corners, but this law is seldom enforced.

COMING—ONE NEW ZEPPELIN, OUR ONLY "SPOILS OF WAR"

THE most modern thing in airships is expected to arrive in this country from Germany within the next few months. It is the only thing we have asked in the form of reparations—the latest Zeppelin rigid airship, now being completed at Friedrichshaven. The ship, says Howard Mingos, writing in *The American Legion Weekly*, has been designated the *ZR-3*, "the *Z* denoting the serial letter, assigned by the United States Navy Bureau of Aeronautics, and the letter *R* meaning that it is a rigid type." It was designed solely for the purpose of being turned over to the American Government. Except for the name and the American flag which will fly from beneath her bow even on the trial flight, Mr. Mingos goes on:

> The *ZR-3* is wholly of German design and manufacture—turned out by the same skilled hands that sent a hundred or more Zeppelins over Allied countries during the war.
>
> In this instance, however, the craft will not be used for military purposes. She will be, in fact, as unlike the Zeppelin raiders of war days as it is possible to make her and still have a rigid airship. The *ZR-3* is the very latest creation in aerial passenger ships. And her arrival over American territory, scheduled for midsummer, is sure to be one of the sensations of the year.
>
> Nothing like the *ZR-3* has ever been launched. Little or nothing has been announced concerning the details of her construction; but now and then a fact or two leak out from the Zeppelin factory, enough to warrant the assertion of her engineers that when she comes to America this country will possess the most marvelous instrument of transport yet conceived. Aeronautical experts throughout the world say frankly that they hope to learn much when once they are permitted to inspect the craft.
>
> So far only inspectors from our own Navy Department have been permitted inside the factory on the shore of Lake Constance from which the *ZR-3* is scheduled to make her trial flights in May or June. To give her a thorough test her German crew will take her up over the Swiss Alps and back over Berlin, where the American Ambassador will conduct the official inspection. Then the same all-German crew, a majority of them veterans of the Kaiser's airship corps in the war, will point her westward and set out on

the long flight over France and across the Atlantic, not stopping until her arrival at the naval airship shed at Lakehurst, New Jersey.

Those who gather at Lakehurst to welcome her will be astonished at her size. Measuring 650 feet from nose to tail, the *ZR-3* will be almost three times larger than any commercial airship yet built. Her elongated, cigar-shaped hull is more than ninety feet in diameter. Standing on end, she would rise almost to the top of the Woolworth Building in New York. Ranged alongside a modern ocean liner she would dwarf it, despite the equal length, because of her height, for the distance from the floor to the cabin to the top of the hull is exactly 101 feet and 8 inches. Yet this monstrous shape will be sent cruising all the way from Berlin to America from three to four times faster than the average liner. A speed of seventy or seventy-five miles an hour is looked for—more if occasion should require.

To hit this speed the *ZR-3* will carry nearly twice as many engines as was once thought necessary for dirigibles. There will be ten of them, German Maybachs, each capable of transmitting four hundred horse-power to the whirring propellers and reversing them, if need be, so that the airship may be stopt in mid-air, backed up or turned around.

As yet, says Mr. Mingos, it has not been decided under just what conditions the *ZR-3* will be operated. For one thing:

The Navy is prepared to keep her on continuous flights. The Army, too, has shown considerable interest, and officials of the Air Service have offered to operate the rigid in training regular and reserve airship crews. The idea has also been suggested that the *ZR-3* be leased to an operating company, so that American civilian aviation may be benefited by a commercial airship line conducted under a business management for profit. Aviation and transportation men say that once an airship line demonstrates that it can be operated at a profit, and that passengers and freight can be carried reasonably, other companies will enter the field.

Certain it is that the success with which the *ZR-3* is operated after her arrival here will have a vital influence on the future of commercial aviation in America. *Nor is this fact unconnected with our* problem of national defense. Military and naval men tell us they know that airships will always be able to handle themselves against airplanes or anti-aircraft batteries. At recent hearings before Congressional committees American experts stated that airships under present conditions can ascend 26,000 feet, and that it will not be long before they can rise to 30,000 feet—more than five miles above the earth. It is planned ultimately to have airships each equipped to carry a regiment from coast to coast in, say, thirty hours; experts maintain it is even now possible to build a ship to carry a thousand men. Experiments are being conducted quietly into the practicability of having airships carry airplanes which would land and depart from the larger craft, thereby making it possible for the airship to remain in the air throughout its journey while the planes dropt off here and there en route to deliver passengers or freight. There will be interesting developments along this line when the rigids start operating.

Germany had fourteen Zeppelins at the time of the Armistice. The others had been worn out or destroyed in action. It

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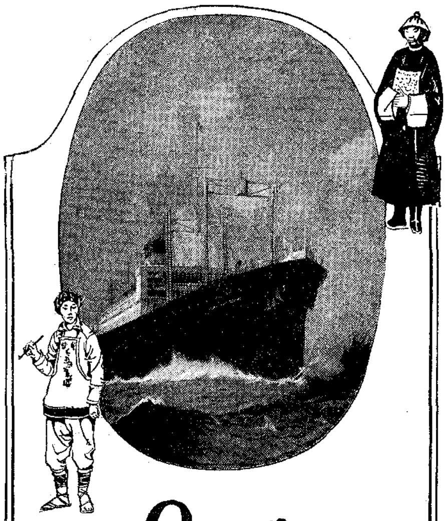

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MOTORING AND AVIATION
Continued

was chiefly the strain of constant activity over the North Sea which caused many of them to be dismantled.

Among the fourteen leftovers were several of the latest fighting craft. After German sailors had scuttled the surrendered high-seas fleet they were hailed as heroes by the people, and this exercised considerable influence on the airship crews.

"Our fleet is as good as theirs," said they in effect. "Why should we turn over our darlings?"

The idea was contagious and spread to the commanders, who met one evening to discuss the matter. The argument for and against destruction of the ships lasted far into the night. At its conclusion seven of the captains made their way to the hangars in which their ships were moored. They moved about softly under the dark shapes, turning a valve here and a valve there, until soon ballast and gas were being drained from the vital parts where they served to keep the hulls buoyant on a level keel. Next morning all that remained of the seven giant raiders were so many bent and twisted masses of wreckage heaped on the hangar floors. There was as much trouble over the destruction of the seven Zeppelins as over the destruction of the fleet, tho it did not attract so much public notice. The Allies decreed that Germany must replace the airships.

Of the seven remaining England received two, France two, Italy two and Japan one. All were taken to their adopted countries except the one allotted to Japan. Nippon sent experts into Germany, where they dismantled the ship, laying aside one each of all her parts. Bits of the framework, keel, bracing, fabric, gas-bags, motors, fuel-tanks, and even the hydrogen gas-cars —one of everything that made or served a Zeppelin was packed up and shipped to Japan, where an airship building program is developing by thorough and systematic stages. The United States could have claimed one of the Zeppelins, but we then had no place to put a ship of that size.

Germany meanwhile was ordered to dismantle her sheds and airship factories immediately after replacing the ships destroyed. The ones to be built were termed reparations ships. This afforded an opportunity for her factories to retain their personnel and laboratories and to carry on quietly development work inside the plants, at the same time abiding by the stipulations of the Versailles Treaty.

Meanwhile the United States Navy put up a shed at Cape May large enough to shelter one rigid ship. A double shed was then erected by the Navy at Lakehurst, New Jersey, and the Army built a single shed at Belleville, Illinois. Mr. Mingos goes on:

The shed at Lakehurst is the largest on this hemisphere. It rivals the mammoth sheds of Europe. One traverses three average city blocks between the great doors at either end. It is nearly nine hundred feet long, longer by fifty feet than the capitol at Washington. It is almost a hundred yards wide and stands 190 feet high. A twelve-story building could be pushed under the doors and leave room on top for a barn or two. Yet, after all, it is only a shed, no beams or braces breaking up the great arched vault except close under the roof, where on cat-walks and let-down platforms hundreds of workmen ply their seemingly endless trade of riveting the girdered framework of another airship, the *ZR-1*, against which the toiling human beings are silhouetted like ants on a window screen.

The *ZR-1* is all-American built except that the original design came from the plans of the *L-49*, copied for us by France. To-day the crews working on the *ZR-1* at Lakehurst are trying to get the craft in the air before the arrival of the *ZR-3*. The Lakehurst craft is in no sense a rival of the foreigner, except that it is a rigid airship. It is several yards longer and twenty feet less in diameter. While the *ZR-3* is a commercial craft, the *ZR-1* has been built by the Navy for service with the fleet. With her machine-gun armament distributed at various points about the ship the *ZR-1* will be able to make from 45 to 70 miles an hour, carrying from 30,000 to 50,000 pounds. She will be able to cruise comfortably for 4,000 miles without stopping. She could easily cross the Pacific Ocean.

With the *ZR-3* circumstances differ. With all their knowledge and continuous experimenting the Germans were prevented under the treaty terms from building ships of sufficient size to warrant the effort of creating strictly commercial types. The Allied terms providing that the *ZR-3* must be used only for commercial purposes gave them an opportunity. The German airship builders realize that for some time to come Germany will be in no position to finance extensive commercial airship operations. They therefore look to the United States for the development that will afford their methods, their engineering forces and their scientific staffs a chance to continue that development.

To get an idea of the luxurious appointments of the passenger quarters and officers' staterooms on the *ZR-3*, which will have space for thirty passengers, one has only to recall the equipment on the larger ocean liners. For the officers and passengers on the *ZR-3* there are the same sort of quarters, arranged in a series in the main cabin, which is fixt close to the keel under the forward end of the ship. Recall war-time transportation accommodations for enlisted men and you can picture the crew of the *ZR-3*, in all about twenty-four men, their belongings and themselves stowed away neatly in hammocks and bunks inside on the keel running all the way along the belly of the rigid. Quarters are geographically located so that the mechanics and others will at all times be near the scene of their duties.

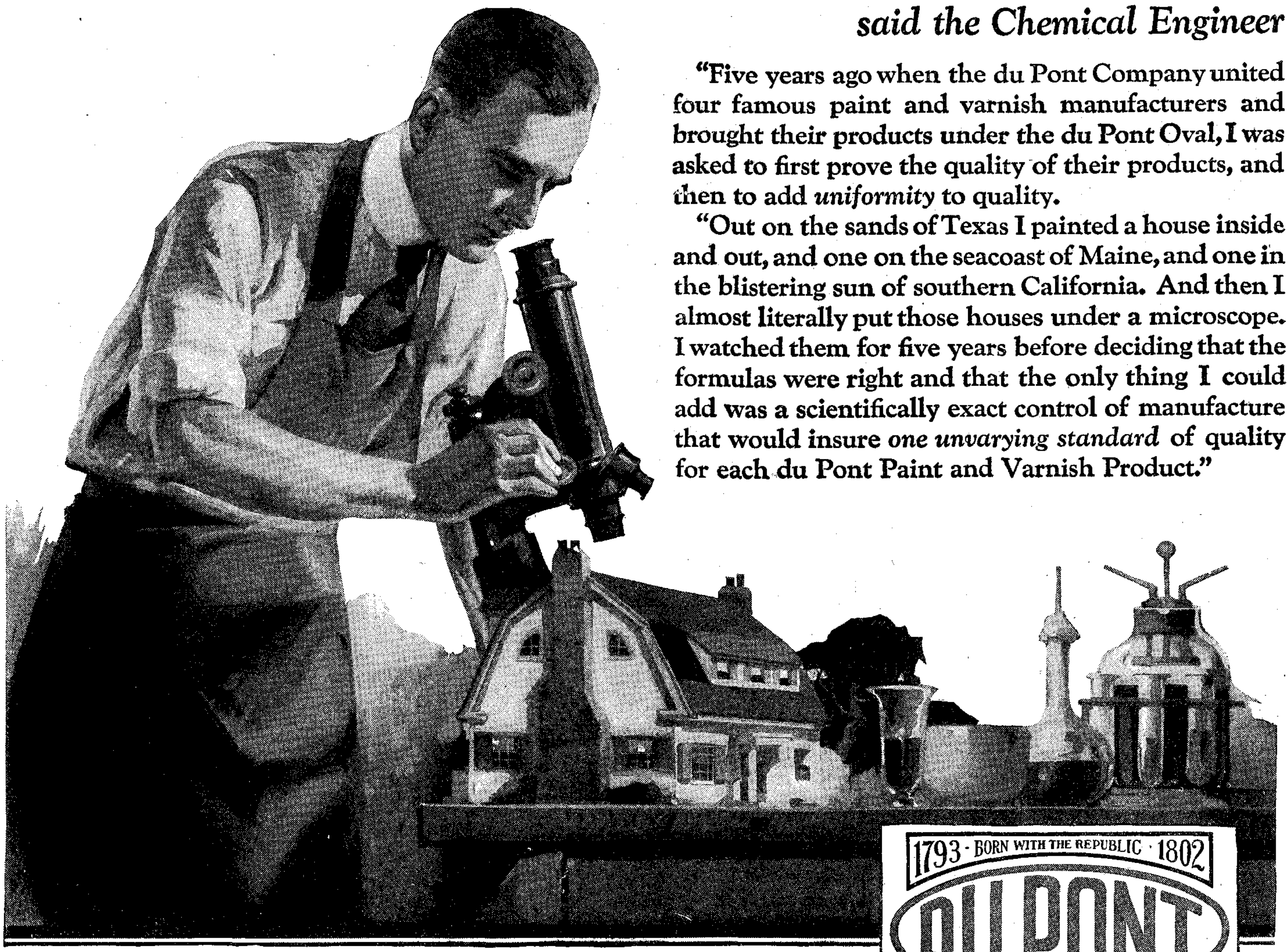
It is known that many new instruments and other innovations will be tried out for the first time in actual flight on the *ZR-3's* voyage to America.

That accounts for the all-German crew. The Germans intimated to our government representatives that inasmuch as they were putting into the craft their best handiwork, they would be quite willing and, in fact, pleased if the operation of the *ZR-3* were left to them until the American crews were sufficiently trained.

The Germans are credited with an arrangement by which their Zeppelin ships are able to carry huge all-metal seaplanes. High in the air the planes can be cut loose to perform any duty assigned to them. A complicated harness fastening into a hook let down on a cable from the airship enables the seaplane to return to its place beneath the airship, when its mission is completed.

"Let's put a house under the microscope"-

said the Chemical Engineer



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"Out on the sands of Texas I painted a house inside and out, and one on the seacoast of Maine, and one in the blistering sun of southern California. And then I almost literally put those houses under a microscope. I watched them for five years before deciding that the formulas were right and that the only thing I could add was a scientifically exact control of manufacture that would insure *one unvarying standard* of quality for each du Pont Paint and Varnish Product."

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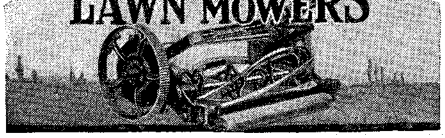


OLD ASIA LEARNING TO "STEP ON THE GAS"

TWO men and a woman of Korea squatted on their heels by the side of the yellow-brown road that stretches to Seoul. Even tho the angle of the sun was burningly direct, they made no effort to benefit by the shade of a group of trees near by. Obviously, says William Ivory Irvine, who tells their story, they had not come to loiter, "for they had about them the intangible air of purpose, which was confirmed by the freshness of their white starched robes." Time passed, and the trio waited without signs of impatience, the men calmly filling and smoking their long-stemmed, small-bowled pipes, while the woman, "gazed impassively at the low purple mountains, at whose feet spread checkered fields of green, varying with the growth of young rice." Finally, says Mr. Irvine, writing in the New York *Times:*

The quiet was stirred by a distant sound. In answer the men knocked out the ashes and secured their pipes by thrusting them down the back of their garment behind the neck and, followed by the woman, stept out on the road. Down from the hills and toward them came a motor-car, and, as it neared, the trio raised their hands. The car came to a quick stop. Without a word to the driver, who had thrown open the door even before the vehicle came to a halt, the three joined four other men of Korea who were already seated in the tonneau. The driver slammed the door and extended his hand to one of the trio, who dropt some coins into it, and then with a quick staccato the car sped on to Seoul, twenty-five miles away.

Every day this scene may be witnessed in the land of the Hermit Kingdom, not once or in a single spot, but many times in many places; and it is being duplicated in varying degree in all parts of Asia. Automotive transportation has come to the countries of the Far East, and because of it profound changes are resulting in the social and economic life of the people, just as it affected the lives of the inhabitants of the far corners of the States of America. The automobile that came to the Orient as the plaything for the foreigner of the ports has stayed as a necessity of the people. In Japan, Korea, Manchuria, China and on down to the Malay Peninsula it has become an integral part of the fabric of the new order which is awakening Asia from the lethargic regard of the past to energetic participation in the advantages of the present.

So gradual has been the adoption of automobiles that the significance of their presence has scarcely been recognized, even by those who have profited, and the numbers are not limited to the operators of motor vehicles, for as the result of automotive transportation thousands of Asiatics have been benefited, materially and socially. Men and women in all the countries bordering on the Pacific have had their sphere of life broadened, for no longer are they restricted to their native villages by the lack of transportation; now by the payment of a few sen, coppers or cents, they may travel quickly and with more comfort than they or their ancestors have ever known to neighboring villages and towns, and there learn that a man born elsewhere is not different and may be just as harmless as the men who grew up with them. It is not the luxurious private car of the wealthy which is giving these benefits, but the humble autobus, the despised jitney which is bringing about the change in the habits and thoughts of Asiatics. These are the pioneers which are opening the isolated territories by serving as the shuttles which are weaving the people into closer social and economic units.

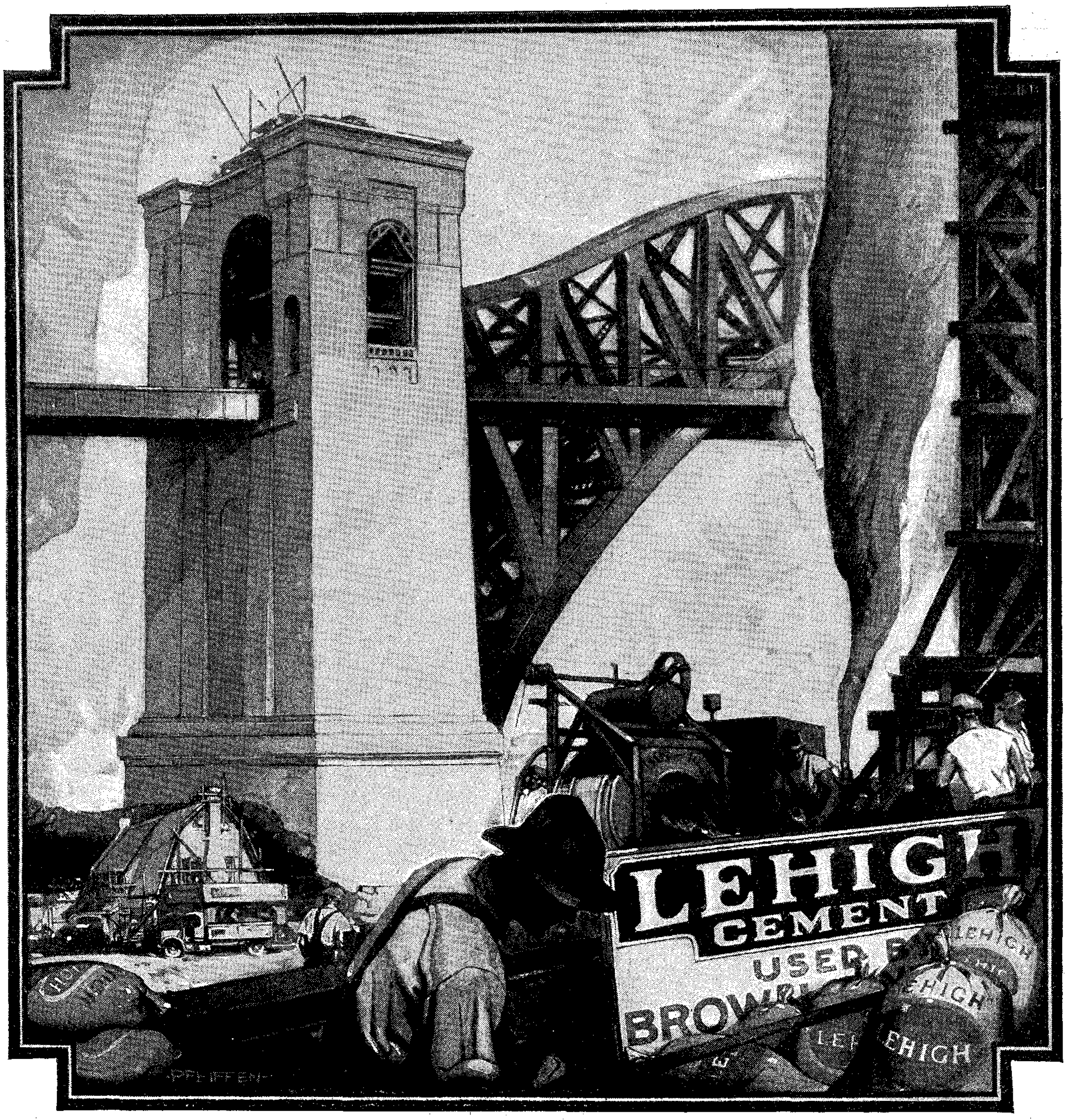
As in America, says Mr. Irvine, the automobile has forced road building in the Far East. During the past five years—

More new roads have been built in China than in any previous five decades. And their building has, with few exceptions, followed this formula:

One or more capitalists are interested in the possible profits of a motor-bus line. By the payment of certain sums to the provincial authorities a permit is issued to build a road. In a very short time this road stretches for miles, for construction costs for the dirt roads are low. Over the private highway then run light-weight but strong American motor-buses capable of carrying from ten to fifteen people. The fare is low, perhaps 25 coppers, less than 5 cents for a five-mile ride. There is great excitement on the inaugural day when the first bus reaches the starting-point; the owner has talked much and glowingly of the pleasure of auto riding, of which there have been many rumors; now the day has come when people of their own village are to ride in this wheeled vehicle which goes without power of men's muscles or the shoulders of animals.

The brave ones who have volunteered for the first journey are surrounded by admiring friends and relatives. The owner indicates the places according to the importance of the guests. When all are seated the driver is seen to press his foot on a pedal, a steady roar comes from the front of the contrivance and the crowded vehicle trembles, the guests look uneasily at the owner, who has turned in the front seat with a smile of assurance, and then the wheels begin to move and a few minutes later the vehicle has disappeared over the new road in a cloud of dust. The spectators talk excitedly, but presently compose themselves in groups to await the return of the bus, for has not the owner said that in two hours it would be back after he had given tea to his guests at Chung Ling Chow!

An hour passes and from the elders come ominous warnings of the fate of those who forsake the ways of the fathers: anxious relatives begin to separate themselves to go down the road by which their kin have disappeared. It is a time of doubt and to the minds of many come thoughts of the paper prayers that will have to be burned to scare off the devils that have stricken the town. But in the midst of all the dire predictions comes the sound of cries, the tooting of horns and a minute later the horseless wagon has come to a stop, and from it pile the pleased and excited riders, full of the wonders of the journey. Then there are more volunteers for the next journey, for that day there is no cost to ride. By nightfall many have learned the joy of quick transportation and have become motor enthusiasts, for such is the power of motor riding that it can overcome the prejudices of centuries in an hour. Thereafter the bus runs back and forth



SERVICE that insures satisfaction in every relationship between user, dealer and manufacturer of cement is the foundation of our *square deal policy.* It has made Lehigh outstanding in the distribution of its product.

No job is too large, none too small, to obtain the benefits of this policy and service. When you are considering concrete construction, seek the dealer displaying the blue-and-white Lehigh sign and get all the advantages that go with Lehigh Cement.

16 MILLS FROM COAST TO COAST

LEHIGH PORTLAND CEMENT COMPANY
CHICAGO, ILL. ALLENTOWN, PA. SPOKANE, WASH.

NEW YORK CITY
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OMAHA, NEB.
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LEHIGH - - - THE NATIONAL CEMENT

if you have a family

—its protection is your first obligation—protection against fire and against disease.

Find out what lies hidden away under your streets. Make it your business to know the condition of your water supply.

Find out what the pipe is made of—and, if it was laid with thoughts of first-cost rather than of permanence—whether it has developed holes that let water out and may let disease in.

Your city officials will welcome your interest, because they appreciate fully that if the water supply is inadequate, nothing can be done to remedy the matter until *you*, the taxpayer, demand it.

The first Cast Iron Pipe was laid in Versailles, France, 261 years ago. The French government reports that it is still giving good service.

Cast Iron Pipe protects itself by rusting only *on the surface*. Its service is literally "measured by centuries." That is why it is the accepted material for water and gas mains and for many industrial purposes.

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165 East Erie Street, Chicago

CAST IRON PIPE

Send 25c for "Pipe and the Public Welfare," a valuable book for any one interested in water and gas mains. "Cast Iron Pipe for Industrial Service" is sent free.

Is your home safe?

MOTORING AND AVIATION
Continued

without fear or prayer, a vital part now in the life of the people of the two villages.

The desire for quick transportation is credited with working a profound transformation in the ancient city of Canton. Mr. Irvine recalls that:

> Five years ago it well merited the reputation as the pesthole of the East; wheeled traffic was impossible owing to its alley-like streets. To-day it has many miles of wide, surfaced highways, over which operates a motor-bus line that is the boast of the Cantonese when they tell of the progress of their city. And when the Chinese from distant parts learn that the hard surface of the new streets but recently constituted the ancient wall of the city he goes away convinced that this capital of the south is a wondrous place, and to his friends at home he repeats with conviction the story of the benefits which Canton enjoys.
>
> You may still be carried in a sedan chair in Canton, but the people who pass you are for the most part satisfied that within their time one may go to any part of the city in a motor car, for the group of progressive Chinese who control the destiny of the city are taking practical steps to meet the demand for better transportation. Already the service provided is inadequate to meet the demand. Boarding one of the vehicles at almost any hour of the day is reminiscent of the packing methods employed on the Interborough.
>
> The need of China for better transportation is the need of the other countries of the Orient in varying degree. All have inadequate rail services, which are now being supplemented by motor highways. Korea's social and economic future is rapidly being changed by the motor-car. Before the commencement of the present road-building program of the Government travel was strictly limited to the area served by the railroad which cuts through the heart of the country from north to south. To-day it is possible to travel long distances on both sides of the rails over fair roads in motor buses. Because of this Koreans are moving into the hinterland to make productive the acres that have idled through the centuries.
>
> Dependence upon the jitney to open new territories is not confined to Korea. You may find them in the far interior of the Federated Malay States, a region which, besides being the habitat of such trophies for the gun of the big-game hunter as elephants, rhinoceros, tigers and leopards, is one of the great storehouses of the world's supply of tin. The mines near the settlements have been worked out, hence operations are extending further afield. This raises a social problem for the Chinese miner. He is above all things a gregarious being, and the height of his pleasure is to eat with his fellows at the tea-house table and then relax with an exciting game of Mah Jong or to smoke the pipe which is forbidden and dream of the land of his ancestors, to which some day he hopes to return affluent and respected.
>
> The tea-house of his liking flourishes best in towns; hence the most desirable employment is furnished by the mines nearest to the populous settlement. Before the coming of the jitney the task of keeping laborers steadily at work constituted something of a problem, for times would come,

especially on pay-days, when the Celestial felt the need of more diversified amusement than was furnished by the mining camp. Travel was slow and arduous and the return journey taken with reluctance. All is changed now by the jitney, and week-end trips will find hundreds of expectant miners speeding to town, often fifty miles away, to enjoy the glory of the cinema, the tea-house and the bargain with shopkeepers in the traditional manner wherein the exchange of money is hardly more the objective than the joy of trading well done.

Despite her great progress as an industrial nation, Japan is still confronted with primitive problems, and, says Mr. Irvine, the advent of the jitney is helping her, too, to overcome handicaps imposed by nature. He explains:

The country is extremely mountainous, with few long valleys or river courses, so that new railway construction always involves tunneling. This makes rail building so expensive that the lines are mainly confined to the coasts. The country is in need of many branch lines to serve interior sections, and the question before the Government is whether these will be developed as rail or highway routes. To some extent the answer is now being given by motor buses, which are bringing rapid transit to thousands living off the main routes.

Within the past three years the use of motor buses has extended to all parts of Japan, so that there are to-day approximately 750 lines operating. The majority act as railroad feeders and the service provided is from rail points into the interior. These lines are profitable, for the movement of people is steadily increasing. Not many years ago a man who traveled fifty miles from his native village was exceptional; but to-day everybody travels. The Japanese are great lovers of nature, and during the cherry-blossom season long journeys are taken to those sections where the pink-and-white blossoms are best.

Special excursion trains frequently run from city to country during blooming seasons. To near-by groves people literally swarm; whole families will go by every possible conveyance and put up with great discomfort for hours merely to spend an hour among the trees. During cherry-blossom season traveling becomes a serious problem on the main railroad between Tokyo and Kyoto, and Nagasaki and Kyoto, for the latter is the old capital and the scene of the annual cherry-blossom dance which every Japanese hopes to see during the month of its performance. Trains are jammed and the unsuspecting person who tries to travel without making reservations far ahead will be disappointed when he tries to buy a berth or seat. The second and third-class coaches are equally crowded. In fact, the railroad runs special third-class trains between these points, and there is a scramble for places on every train. At each station hundreds of country people wait for hours to get aboard. These are people who have been brought down from the mountains by jitney, their dependence for getting to town.

The desire to go to town is as firmly planted in human beings, regardless of race, as any of the acquired traits of man. It is the loadstone that eventually draws the most unsocial person out of the retreat furnished by mountain fastness or desert wilderness; for the town gratifies the human need to mingle closely with fellow-beings, hence in all climes and in all times the people have dropt their tasks to take the journey to the settlements. The ease

J. H. Stedman
NATURIZED FLOORING

The most splendid homes in America are improved by Stedman floors

A floor that looks like Marble, feels like Velvet and wears like Iron

The Floor for Fine Homes

WHILE most of the brilliant minds in the rubber industry were concerned with building tires for your automobile, J. H. Stedman was thinking floors—resilient floors of reinforced rubber—floors that look like tile or marble, that feel like velvet, and that wear like iron. And to-day his years of thought and study have culminated in brilliant achievement.

Stedman's Naturized Flooring is ready today to go into your home, in halls and dining rooms, in libraries and solaria, in bath rooms and kitchens—sponsored by the patronage and endorsement of individuals and of companies whose names are notable. This flooring, rubber, is reinforced and held together with an infinite cobweb of minute gossamer cotton fibres, vulcanized under terrific hydraulic pressure. Made in marble, granite, and tapestry effects—in tiles, square and rectangular, in long runners—browns, reds, grays, blacks, whites—in all the formal splendor of a classic floor, or in an intimate blend of cozy warm mixtures in Nature's own colorings.

Noiseless, resilient—it will not dent, crack, or wear out. Soft and firm to the foot, it prevents slipping. Sanitary, with an impervious surface. Won't stain, easily cleaned—it requires no particular care. Simple to install and the first cost—from 75c to $2.00 a square foot—is your *only* cost.

TYPICAL STEDMAN FLOOR INSTALLATIONS

BANKS
Bankers Trust Co., N. Y.
First National Bank, Detroit, Mich.
National Shawmut Bank, Boston, Mass.
N. Y. Stock Exchange, N. Y.

BUSINESS OFFICES
Joseph Burnett Company, Boston, Mass.
McKim, Mead & White, New York City
Crane Co., Chicago, Ill.

CHURCHES
Central Presbyterian Church, New York City
St. Gregory's Church, Philadelphia, Pa.
St. Paul's Church, Cambridge, Mass.

CLUBS
Knollwood Country Club, Elmsford, N. Y.
Union League Club, N. Y. City

HOSPITALS
Boston Lying-In Hospital, Boston, Mass.
Cleveland City Hospital, Cleveland, O.
Fifth Ave. Hospital, N. Y. City
Mt. Sinai Hospital, N. Y. City
Royal Victoria Hospital, Montreal, Canada

HOTELS
Astor Hotel, New York City
Biltmore Hotel, New York City
Sinton Hotel, Cincinnati, O.

OFFICE BUILDINGS
Amer. Tel. & Tel. Bldg., New York City
General Motors Building, Detroit, Mich.
Metropolitan Life Building, N. Y. City

RESIDENCES
Many of the most exclusive in the country.

SCHOOLS AND COLLEGES
Government School, Quincy, Mass.
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STORES
B. Altman & Co., N. Y. City
Wm. Filene's, Boston, Mass.
Weber & Heilbroner, N. Y. City

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STEDMAN PRODUCTS COMPANY

Manufacturers of Reinforced Rubber Flooring, Sanitary Base, Wainscoting, Walls, Rugs, Table Tops, Shower Bath Mats, and other reinforced rubber surfacings

SOUTH BRAINTREE, MASSACHUSETTS
DIRECT BRANCHES:—NEW YORK, CHICAGO, DETROIT

Agencies in all principal cities

with which this journey is made is a criterion of the social development of a nation, for, if the effort be great, travel is restricted, with a consequent limitation of moral knowledge and experience, in contrast with the richer life of the individuals who enjoy facilities for frequent visits to the town. It is the meeting of this great human need which has caused the jitney to be so widely adopted in Asiatic countries which have suffered for centuries from inadequate transportation facilities. It has brought people together, broken down the deep suspicion which village held against village, and at the same time gratified the Oriental love for traveling, a desire that has reached enormous proportions as the result of countless generations of suppression.

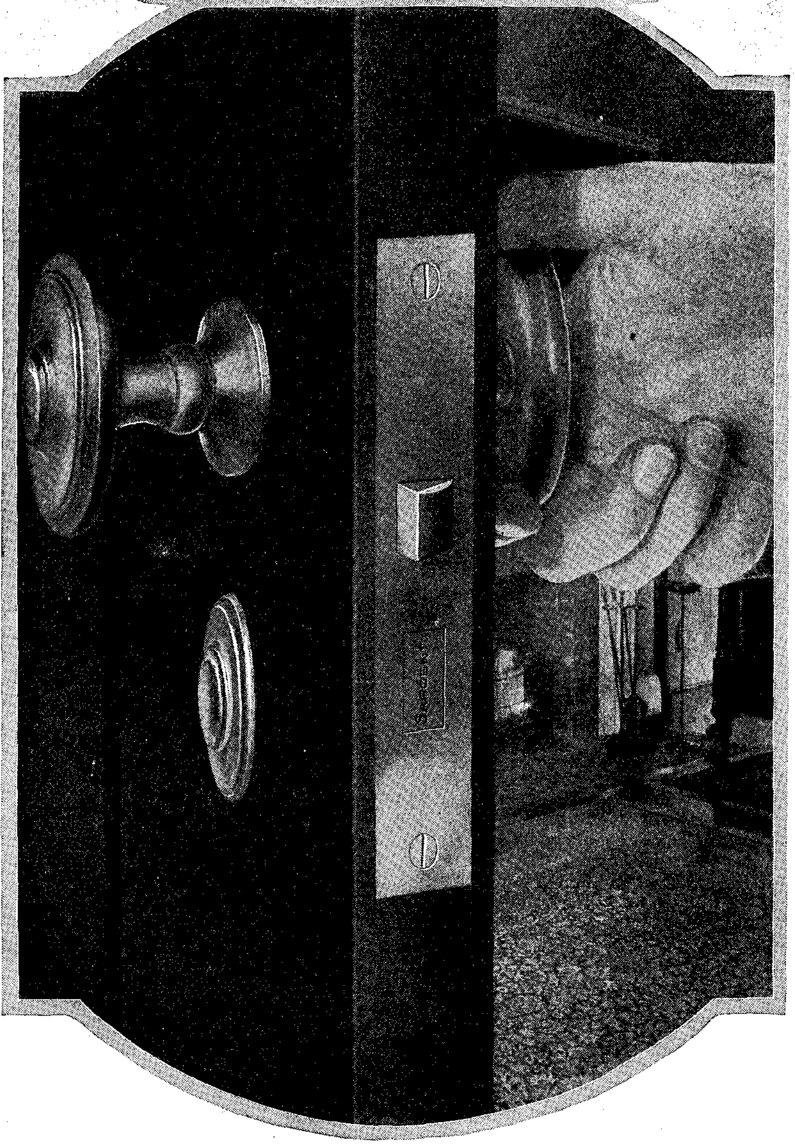
Much has been written of the Asiatic's limited sphere of action, and so the thought has grown that they prefer to rest in and near their native villages. The truth of the matter is that the effort of travel has been so great that they have been compelled to move in a small circle, and the nearest settlement has had to suffice. Given a chance to travel cheaply and with some degree of comfort, they will travel as widely and as frequently as the Occidental. The crowded condition of the third- and fourth-class coaches of the railroads in China and Japan is sufficient evidence. All the natives need is the chance, and the jitney gives a cheap one.

WHAT THE AIRPLANE MAY DO TO BUSINESS

WHEN time and distance are cut in half, that cut is bound to affect practically every business in the United States. It is time for somebody "to grow inquisitive" as to just what this tremendous change will bring in the way of readjustment in the business world, says Robert R. Updegraff, known for his ability to present both the romantic and practical sides of modern business. The change is going to strike us sooner than we realize, he predicts, recalling that the Air Mail Service is now an every-day fact, with the huge total of 30,000,000 letters a year to its credit. And what is of greater importance from a commercial standpoint, he points out, is that the Air Mail service has demonstrated itself to be self-sustaining. "I have cited the Post-office Department's performance," continues Mr. Updegraff, writing in *Printer's Ink:*

> Not as a boost for the Air Mail Service, but as proof of the fact that the Post-office Department's "experiment" really proved to be not an *experiment* at all, but a *demonstration*—a demonstration of the fact that the airplane will be ready as a commercial proposition just about as soon as we are ready to take it seriously.
>
> It is now going through the phases that the automobile went through in its early days. It was only as far back as 1899 that a man was actually arrested in New York for running an automobile in Central Park! To-day, only twenty-one years later, the automobile and its big brother, the motor-truck, have absolutely revolutionized life

SARGENT
Locks & Hardware



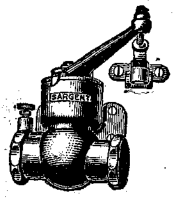
You demand much of hardware

PERHAPS you take hardware for granted. Only when the hinge squeaks, the knob sticks or the lock-set refuses to work, do you become conscious of them. But hardware, to function smoothly day in and day out, must be carefully designed and made of the best materials.

It will more than pay you, therefore, to select Sargent Hardware for the uninterrupted service it will give. Sargent easy spring lock-sets for doors inside the house will work perfectly every time you use them. Sargent cylinder locks for exterior doors give unquestioned security. And it is also a wise investment to buy knobs and escutcheons of solid brass or bronze. The additional cost is almost negligible in the total building expense.

There are Sargent styles to harmonize with every type of home. Write for the Book of Designs and select Sargent Hardware with your architect.

SARGENT & COMPANY
Hardware Manufacturers
40 Water Street New Haven, Conn.



Sargent
Door Closer 520
Small in size and reasonable in price, is most convenient for use inside the house, on lavatory, cellar, back stairs and refrigerator room doors. Use it on the screen door, too. It closes the light-weight door silently and surely, and keeps it closed.

and business. They have brought cities nearer together, moved the town out into the farmer's garage, changed our traveling habits, built up great new businesses and sent others to the scrap-heap, created new publications, brought into being huge garages and chains of accessory stores, and filled out publications with advertisements.

Narrowing the question down to advertising, there are probably few advertising agencies or few publications that would not be affected *in some way*, either unfavorably or favorably, were the automobile and its influence suddenly wiped out.

Just out of curiosity, I went through two weekly publications that happened to be lying on my desk to see how much advertising there would *not* be if the automobile did not exist. Out of ninety-nine full pages in one, thirty-two, or nearly one-third, were automobile or accessory advertisements. In the other there were sixteen pages of automobile advertisements to fourteen of all other advertising.

During the development period of the automobile, in the early 1900's, my father was York States sales representative for the largest carriage factory in the world. In those days, I well remember how his friends used to jolly him about how the automobile was going to put him out of business. At first he pooh-poohed the idea, as did the officers of the company at the home office. They argued that the automobile was a fad, that it was only for sports and rich people, that it was dangerous, and that a motor car was too complicated a piece of machinery for any one but a skilled mechanic to operate.

But as the months went by I noticed my father became less sure of this, and finally he became downright frightened at the turn things were taking. If he had lived but three years longer than he did, he would have seen his business gone, salesmen all called in and laid off.

Meanwhile, at the home office, says Mr. Updegraff, one of the three heads of the business began to see the handwriting on the wall. He tried to get his associates to enter the automobile business, but—

They were so sure the automobile was impractical and "only a sport's fad" that they could not be budged. Anyway, theirs was just naturally too big a business—*too firmly established*—to be hurt.

But it was hurt; it was almost wiped out. To-day, instead of being one of the big leaders in the automobile field, as it might have been, it has to content itself with making a small line of commercial bodies for other automobile companies. As for its distributors, the dealers, they went to the wall or opened garages.

The unbelievable had happened. The automobile was perfected; it passed through the sporting and racing stage; it began to be appreciated as a convenience worth taking seriously, worth paying for, and worth learning to operate.

In the light of this comparatively recent history, is it not time that we began to reckon with the airplane—and the dirigible, which will be the freight train of the air?

At the recent Aeronautical Exposition in New York there was exhibited an eight-passenger aerial limousine, with a closed-in cabin, wicker chairs and a toilet-room. A duplicate of that machine made eight flights a day in Washington, going up and coming down at will without even a minor mishap, for ten days, carrying 476 passengers in all. It has also made a number of trips between Washington and Pittsburgh, and Pitts-

Use
PLATE
Glass
©

For
a better-looking house

LIKE the unrippled surface of a woodland pool, plate glass faithfully reflects lights and shadows. The architectural value of this quality of reflection without distortion is immediately apparent in any building or house. Windows, like other architectural features, are essential elements of character and deserve the unstinted consideration of the designer.

Plate glass is the proper glass for windows from either the aesthetic or practical standpoint. Limpid and free from waves and striations, plate glass gives clear and unobstructed vision; objects appear distinct and undistorted, and eyes are relieved of annoying strain from the waving and dancing of objects viewed through common sheet glass. Looking through plate glass is like looking through open air.

Ask your architect to specify plate glass. The difference in cost is surprisingly small, and is more than compensated by the added richness of appearance. Ask for comparative figures.

In addition to window glazing, plate glass has numerous uses about the house—small shelves for bathroom and kitchen, push-plates on swinging doors, and window ventilators—uses which make a home more livable, or more readily rentable or saleable. Plate glass mirrors, built into closet and bathroom doors, mirrored French doors and over-mantel mirrors, too, are appreciated by the home-seeker. These should be specified in building plans.

Use Plate Glass for:

Windshields
Closed Car Windows
Table Tops
Dresser Tops
Vestibule Doors
French Doors

PLATE GLASS MANUFACTURERS
of AMERICA

Genuine
PLATE GLASS
MADE in U.S.A.

Nothing Else is Like it
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TRADE YALE MARK
YALE & TOWNE MFG. CO. STAMFORD CONN. U.S.A.
YALE

When You Buy YALE Padlocks You're Safe

THE moment you see the name YALE on a padlock you can rest assured that its interior mechanism is as dependable and trustworthy as its business-like exterior immediately suggests. That is true whether it is made of the highest grade bronze or brass, or of less expensive seamless steel or cast iron.

Universally, the name YALE, with a fifty-year record of successful lock-building behind it, is accepted as a positive guarantee of service, of satisfaction, of *safety*.

Padlocks are generally used in isolated locations where the average burglar has plenty of time to use every trick in his bag to pass the barrier.

It is therefore of the utmost importance that when you buy a padlock, you buy one that is dependable. In their respective classes, each Yale padlock is the best that man can make—that is why they bear the name YALE.

Yale products are sold by hardware dealers everywhere.

The Yale and Towne Manufacturing Co.
Stamford, Conn., U. S. A. *Canadian works at St. Catharines, Ont.*

Yale Made is Yale Marked

Padlocks, Night Latches, Dead Locks, Builders' Locks and Trim, Cabinet Locks, Trunk Locks, Automobile Locks, Bank Locks, Prison Locks, Door Closers, Electric Industrial Trucks, Chain Blocks, Electric Hoists, Trolleys

MOTORING AND AVIATION
Continued

burgh and Philadelphia, carrying seven passengers.

The morning after the close of the Aeronautical Exposition the New York papers carried a front-page news article headed: "Railway Express Turns to Airplane."

I quote the first three paragraphs of this article:

"The American Railway Express Company will inaugurate an air-express service between New York and Chicago as soon as an operating corporation can be formed, R. E. M. Cowle, vice-president of the company, declared yesterday afternoon in an address at the National Aircraft Show in the 71st Regiment Armory.

"The program of adapting the airplane commercially to the needs of the company contemplates the extension of service to other cities throughout the country, he said.

"'To the aircraft manufacturers of the United States,' he said, 'Bring on your airplanes, with a properly organized service company, and the express company will exploit the service, contract for cargo space, advertise the rates, pick up the shipments at point of origin and deliver them at destination almost as quickly as you can say Jack Robinson.'"

Not long ago, it is recalled, the papers carried the news of a company being formed to carry freight across country by dirigible. Mr. Updegraff asks:

Are we not truly on the verge of big development in the air? With self-cleaning spark plugs, self-starters for airplane engines, gyroscopic stabilizers and field-marking radio devices already perfected, and many other inventions, such as non-magnetic compasses and perpendicular elevating devices for rising, in various stages of development, I wonder if the airplane is not more flexible and more reliable to-day than most of us realize. As one aeronautical expert express it recently: "The machine is ready; the ground is not." Questioned further, he said, "Just give us a landing-field every ten miles and we'll be all right."

The flying folks seem to know just what they are doing and just what they want—which is rather more than the automobile industry seemed to know at the start.

And they will get it.

Now, the question is: Are we, as business men and advertising men, going to be caught napping?

Are particular businesses going to suffer any such fate as the carriage business did? And are others going to boom as the rubber business has?

Is the airplane going to make more accounts for advertising agencies, and if so, are the agencies going to be *ready?* Is some bright man going to gather in a nice substantial group of accounts because he realized that they were on the way and had prepared himself to handle them?

Incidentally, advertising agencies will be able to "go anywhere for business" when New York is only a few hours from New Orleans, and Portland, Oregon, is but a short "fly" from Chicago.

Are the newspaper publishers and the periodical publishers alive to the fact that any day now "air" advertising accounts will begin to develop? And are they doing the necessary missionary work to make sure that those who are now engaged in the development of aircraft understand that paid space is more effective, because quicker and surer, than press-agent patter?

The publisher is vitally interested in aerial navigation in another way, too. The airplane actually averages, right now, twice the speed of an express train. Is that not going to affect magazine and newspaper distribution?

One reason the London *Times* is such an effective molder of opinion in England is because it can be delivered in every hamlet on the British Isles on the day of publication—while it is still fresh and newsy.

Does this suggest that metropolitan newspapers are going to wield a larger influence because they can cover twice the territory they now cover; and will not that mean disaster to many small city and town newspapers? Will it add impetus to the already strong tendency to concentrate national newspaper campaigns in big-city papers figuring the city as a center of population?

Are the outdoor advertising interests going to develop a new type of outdoor advertising, visible from the air? asks Mr. Updegraff. Will we glance down at some peaceful hillside and be reminded that we need a biscuit? Will the cabins of airplanes and dirigibles be embellished with car cards? Also:

Will manufacturers buy fleets of little aerial butterfly planes like the ones exhibited at the exposition for $2,000 for their salesmen? These little planes are hardly longer than a big touring car, and they look as tho they could be landed in a country road. As a matter of fact, one of them *was* landed recently in a city street!

And speaking of landing, already a movement is under way for municipal landing-fields for every city, town and village, to be suitably marked by day and by night, where any one may land and park his machine.

Imagine a salesman for a farm-lighting equipment or farm tractors or any other such products to be sold to isolated farms, flitting from farm to farm taking orders, covering hundreds of miles every day!

And how easy for any sales manager to "cover" the cross-roads stores regularly with his sales force.

Think what new speed that word "service" will take on. "When can you get this shipment to me?" asks the dealer, telephoning his order to a jobbing house or a manufacturer.

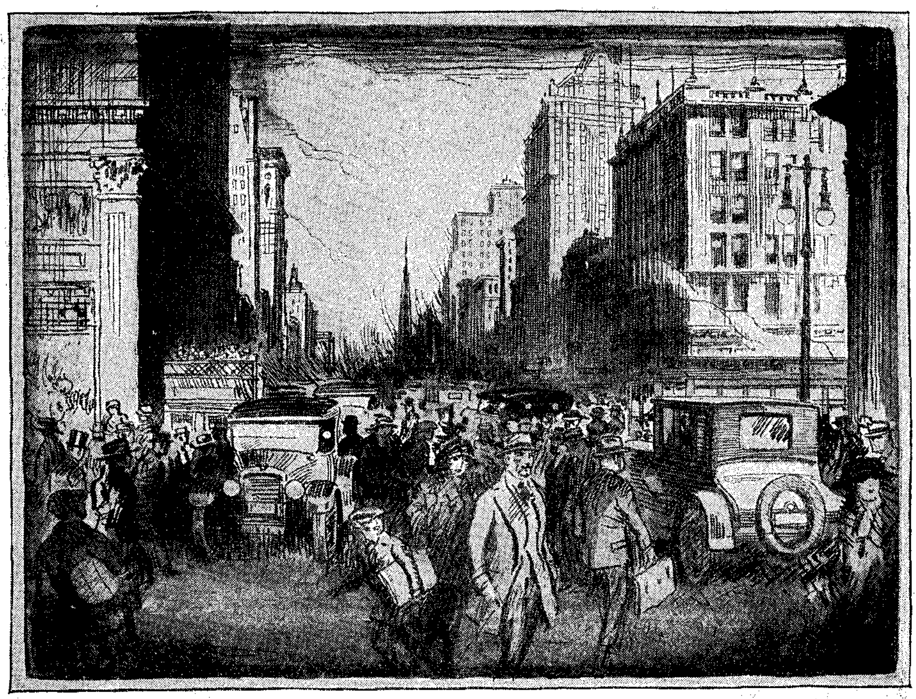
"We'll get it off to you to-day, and with good luck it ought to reach you by Thursday," replies the sales manager who has been sleeping in 1920.

But the wideawake sales manager says, "Let me see, it's ten-thirty now. Well, our plane will leave in fifteen minutes, and you ought to have the goods by one-thirty."

Physicians' and dentists' supply houses, wholesale druggists and emergency supply businesses of all kinds will have to maintain airplane service.

The moving-picture distributors and the news photograph services will certainly use airplanes extensively.

Perhaps one of the most important questions to consider is: What is the airplane going to do to merchandising in general? Will it mean *more* or *fewer* jobbers when distance and time are cut in half? Will manufacturers maintain fifteen or twenty or thirty storage depots and make airplane deliveries, eliminating jobbers altogether,



Your Daily Work and ATLAS

WHATEVER your work, in some phase of it you daily reap the benefits of Portland Cement. The base of your city's streets, its towering office buildings, housing in safety thousands of workers; the busy factories, proof against fire, safe from collapse; the hurrying railroads bearing their varied loads across bridges and through tunnels; the harbor that welcomes our foreign trade; the permanent highway, the modern farm—all require Portland Cement.

Such demand would automatically raise the price—if production did not keep pace. Yet the cost of cement is small—even in an average reinforced concrete building the cement cost is only about 6½% of the total and in residences, about 2%.

The present generation has seen the development of the cement industry. Thirty years ago the daily output of Atlas was about one carload. Today the Atlas mills frequently ship 300 carloads in a day, about 11,000 tons.

General Goethals, builder of the Panama Canal, the greatest constructional operation this world has known, emphasized the effect of such volume. He said, "I can think of no other product, the result of a complete manufacturing process, that sells at so low a price."

And in addition to this cheapness, Atlas is a highly scientific product, the result of 85 intricate manufacturing operations. Atlas Portland Cement is called "the Standard by which all other makes are measured."

The Atlas Portland Cement Company will be glad to answer any questions regarding the cement industry or the use of Atlas. Its Technical and Service Departments, as well as its large assortment of informative literature, are at the public's disposal.

The ATLAS PORTLAND CEMENT COMPANY
NEW YORK CHICAGO BIRMINGHAM
Philadelphia Boston St. Louis Des Moines
Dayton Omaha Buffalo Kansas City

THE ATLAS PORTLAND CEMENT CO. PORTLAND ATLAS CEMENT NEW YORK
THE ATLAS PORTLAND CEMENT CO. WHITE ATLAS PORTLAND CEMENT NEW YORK

"Select Proper Foods From the Grocer and You Won't Need to Hunt Vitamins at the Drug Store," say Medical Authorities.

The importance of the vitamin element in food, to promote growth, health and energy, is well established.

Grape-Nuts contains vitamin from the wheat berry—brought to you as Nature intended it to be used. The addition of cream or milk gives a further supply of vitamin to this splendid food which for more than a quarter of a century has been famed for its nourishing, health-giving qualities.

The iron, phosphorus, and other mineral elements so necessary for adequate nutrition, together with roughage to promote healthful regularity are included in Grape-Nuts.

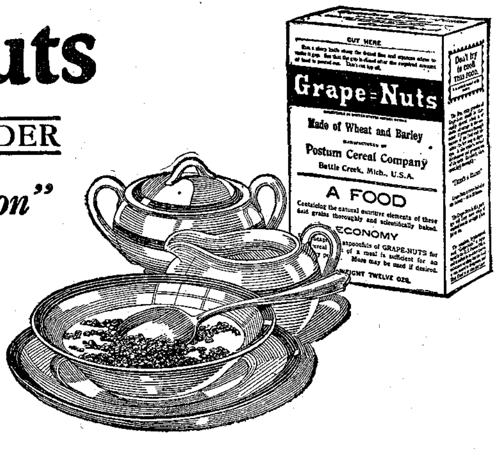
Crisp and naturally sweet, Grape-Nuts charms the appetite, and digests easily. It is ready to serve from the package, and is truly economical because a moderate quantity provides an unusual amount of nourishment.

Grape-Nuts

THE BODY BUILDER

"There's a Reason"

Made by
Postum Cereal Co., Inc.
Battle Creek, Michigan



MOTORING AND AVIATION
Continued

or will they deal with a few big jobbers who will cover larger territories with air fleets of their own?

Will jobbers themselves maintain smaller stocks, depending on quicker deliveries?

Will there be fewer or more cross-roads stores?

Will the big chain-store organizations plant stores thickly, taking in smaller towns that they can not now reach easily, but which they might keep in touch with very easily by airplane?

Will the tendency be even stronger toward great bakeries with fleets of fast planes to deliver bread while it is still warm to stores in a wide zone, thus furnishing still keener competition for local bakeries?

And how about florists and candy stores and fruit stores and the like—will the airplane, with its quick deliveries, result in powerful chains that will tend to force the small, independent retailer to the wall?

How will the airplane affect milk distribution? And meat?

And why not a powerful chain of fish markets extending well inland, supplied every morning with fish fresh from the coast or lakes?

Will not many new competitions develop? What effect will the airplane and the dirigible have on the railroads, for instance? And the steamship lines?

The automobile has tended to scatter people, to widen cities and towns, to take people farther out into the country. Will the airplane make this movement even more pronounced, and if so, what new problems and opportunities will it develop?

The automobile has created many profitable businesses for local communities—garages, accessory stores, tea-rooms, ice-cream parlors, and even hotels.

Is it not possible that when each community has developed its landing-field there will spring up new opportunities for retail businesses on the adjacent streets, establishments to fill some need that will be peculiar to air navigation, just as has the automobile with its gasoline and service stations?

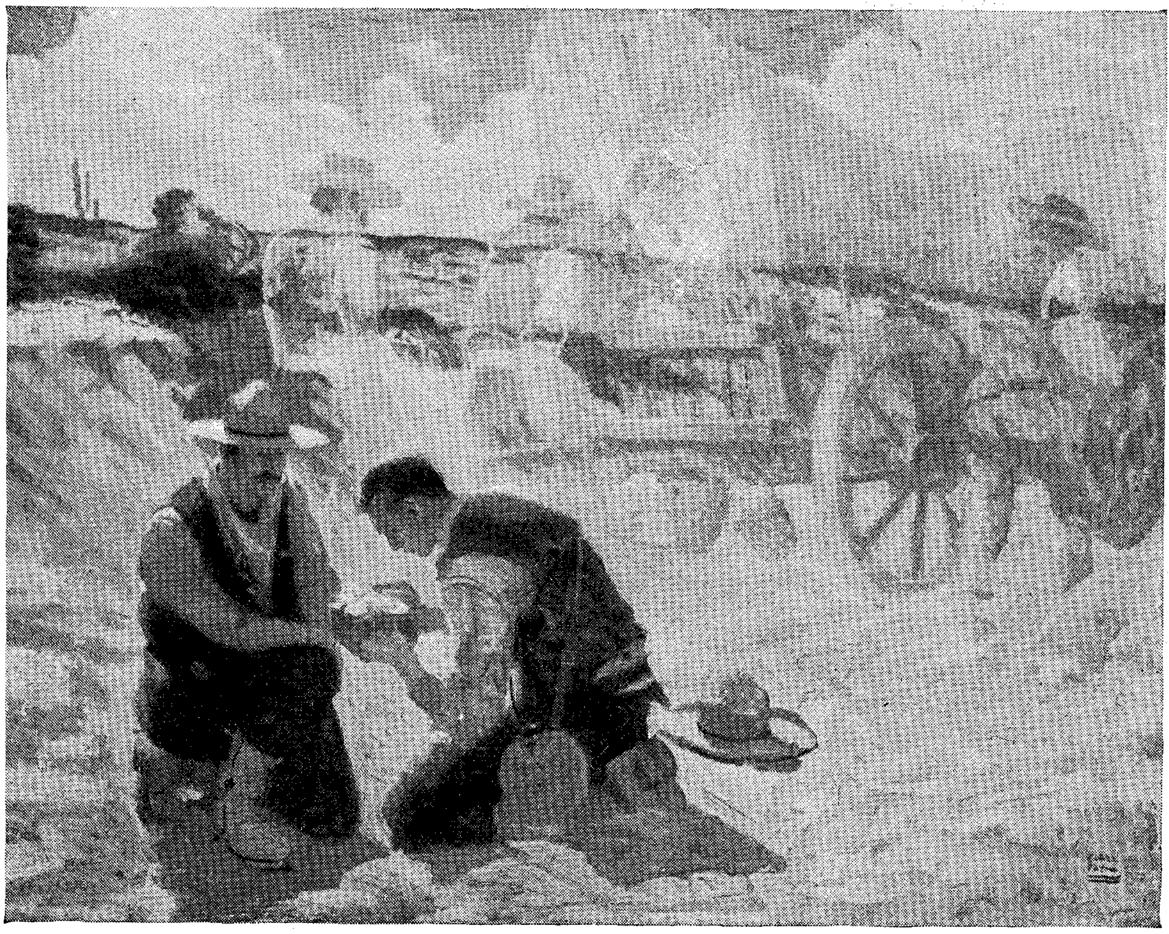
Will not big business get bigger and business men get bolder when San Francisco is only forty hours from New York, and business men from both rims of the continent can get together in a few hours to transact business that is now done at long range by letter and telegraph? Will not men's vision broaden as they take in the whole country in a short flying trip?

Will it not be easier to knit the nation together more firmly—to develop a more definite spirit of neighborliness and democracy?

Will not national distribution be more easily and quickly accomplished when sales work and shipping can be done via the air lines at air speed?

For that matter, may not advertising and selling and distribution become international, once the countries of the earth are but a few hours apart and business men have flown around the world, so to speak, for a few years?

When one falls to thinking of the tremendous possibilities, and the marvelous changes that may be wrought in our businesses and our very lives, once air navigation is firmly established, it begins to seem unreal. Yet already Zeppelins have carried 17,000 people over the Rhine without a single mishap; a London-Paris air passenger



FIFTY YEARS AFTER the great gold rush to California, the Nevada gold fields were discovered in the very wagon tracks of the Forty-niners. Intent upon the west coast, the early prospectors were blind to the treasure at their feet.

The intimate history of men and businesses is a ruthless reminder that there is nothing in the world easier to overlook than opportunity. What man, however wise and successful, does not think back with regret on opportunities that were urged upon him—but which he appreciated only when another had grasped them? How many businesses that lag behind to-day have rejected the very measures that have made others great!

Fifty years ago, when the average manufacturer was urged to advertise, his reply was this: "Advertising is all right for the merchant; he sells direct to the public. But why should I advertise to the public when I sell only to the jobber or retailer?"

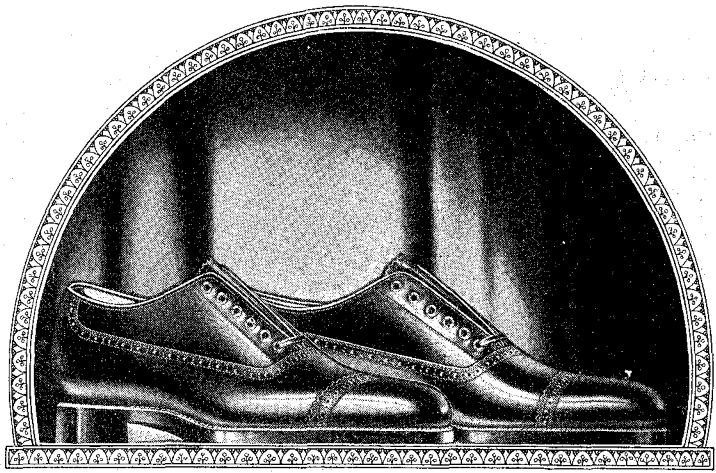
He was blind to the opportunity at hand—until some competitor had grasped it. He failed to realize that his real customers were the users of his product—until some competitor had won them away from him.

Time and experience have taught one line of business after another that the good-will of the consumer is the seed of success and the staff of leadership. Every year brings advertising successes in industries which, the year before, had said they could not use advertising with success. So it has been in the past, so it will be in the future. Some manufacturers will continue to close the door to advertising with the remark, "But my business is different"; other manufacturers will reap success and leadership.

To-day, while you are reading this, businesses are turning away from opportunities which will make others great.

N. W. AYER & SON *ADVERTISING HEADQUARTERS*

NEW YORK BOSTON PHILADELPHIA CLEVELAND CHICAGO



The FLORSHEIM SHOE

Beneath the refined finish of FLORSHEIM SHOES, perfect workmanship has concealed a stamina famous with all who have put FLORSHEIM quality to the test of long, hard wear.

The Florsheim Shoe—Most Styles $10

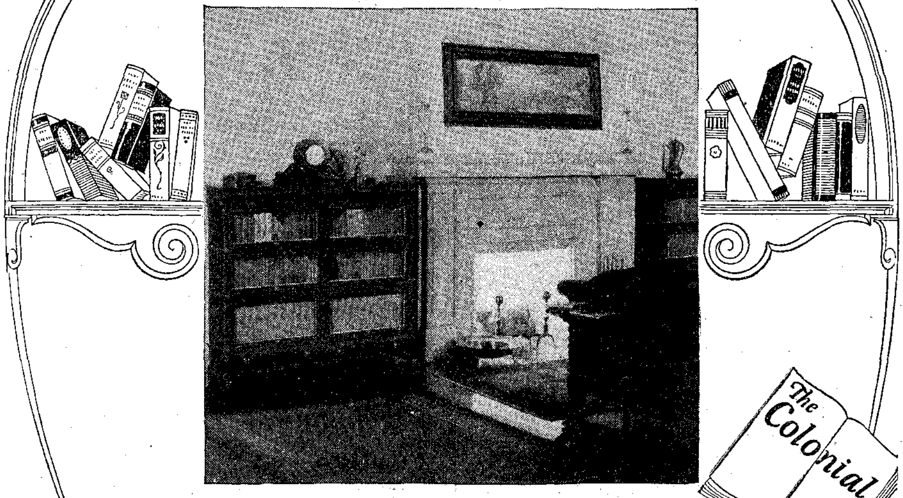
BOOKLET "STYLES OF THE TIMES" ON REQUEST

Look for Name in Shoe

THE FLORSHEIM SHOE COMPANY

Manufacturers • CHICAGO

The Varsity — For the man who cares — The Florsheim Shoe — *Style M-111*



Globe-Wernicke Sectional Bookcases

Books quickly outgrow most bookcases and scatter everywhere. Choose a Globe-Wernicke Sectional Bookcase—it will grow! Just add a section whenever needed, and yet the bookcase always looks complete. Fine woods are fashioned into the period designs. Glass doors keep out dust and dampness. Popularly priced, see them everywhere!

The Globe-Wernicke Co.

CINCINNATI

New York Washington Chicago
Boston Cleveland St. Louis
Detroit New Orleans
Philadelphia

"The Heart of the Home"

LET US HELP—We will gladly send without charge our booklet of Unusual Decorative Effects for Bookcases. Please address: Dept. B4-4 at Cincinnati.

Unusual Decorative Effects for Bookcases

MOTORING AND AVIATION

Continued

service is in successful operation, and the Italians have a new airship that they claim will carry 150 people and travel 3,125 miles without refueling!

The Atlantic has already been crossed by both dirigible and heavier-than-air machines. It is doubtful if those trips were undertaken with any more trepidation than was experienced by one Christopher Columbus who set out with three little shells, the *Nina*, the *Pinta* and the *Santa Maria*, to sail on an unknown ocean.

Is it not possible that in the years to come people will smile as they look at pictures of the frail things we now call airplanes and wonder how we dared venture into the air with them, just as we wonder how Columbus had the temerity to venture on the treacherous ocean in such tiny little barks?

Would it not be a good idea to start now to ask ourselves how air travel and transportation will affect us and our businesses?

AN AMERICAN GLIDER, AND SOME GLIDER WAYS

A NEW government glider, made after a careful study of successful experiments in Europe by experts at McCook Field, Dayton, Ohio, has been tested by a French aeronautical engineer and "found to be unusually efficient," says a report published in the Springfield *Republican*. The plane will be entered in the international gliding meet to be held in this country some time this year. The successful test of the government machine inspires a writer in *The Republican* to this brief comment on gliders and their ways:

A motorless airplane, tho startlingly new in reality, is one of the oldest products of the imagination. In fiction, the little lame prince floated through the air upon his outspread coat; the magic horses in the "Arabian Nights" sped through ether at the turning of a peg. Magic did the work. Fairies or wizards bestowed the power of motorless transportation. To-day the scientist takes the place of the wizard and brings about a marvelous feat, that of sail-planing or gliding.

The idea of gliding may have been dormant in the minds of inventors for many a day, but the public heard little of it until after the Armistice. At that time Germany was deprived of her war planes. Her aviators then sought to fly in spite of the restrictions of the Treaty of Versailles. They invented winged aircraft for all the world like airplanes in appearance, except that there was no motor to propel it.

The first gliders in Germany were launched like kites off the side of a hill. The hillsides of the Roehm valley became favorite gliding grounds. At first they stayed in the air but a few minutes. Later interest in gliding spread over the continent and aviators vied with each other in establishing gliding records.

The average lay mind looks upon gliding as a wonderful achievement but fails to understand what makes the glider glide. Vincent J. Burnanelli, a designer and constructor of airplanes, who himself has taken part in many gliding experiments, has given the following explanation: "The most general fact is the character of wind currents where the German flights are made. The wind sweeps up the hillsides. They are level with the hillside, but they blow upward with reference to horizontal ground. Thus the glider goes off the hillside in an upblowing wind. Now, in perfect calm if the hill were steep enough, the glider might glide for a long distance and remain off ground for some time. This upward hillside sweeping wind gives a large added element of sustension.

"Then when the upsweeping wind comes to the hilltop it tends, by reason of contrary currents, to eddy upward and over. A glider moving into this eddy will naturally soar aloft and by skilful maneuvering may keep in the eddy indefinitely.

"But even on a level a glider might sail in a horizontal wind. If you will take a pair of mounted dried wings of a soaring bird, a buzzard or an albatross, place them flat on the table, then direct the current of an electric fan horizontally against their front, they will creep forward and rise. This involves the curious and interesting theory of vortex action.

"Incidentally, the great value of the gliding experiments does not lie in the direction of motorless flight. The sailplane is bringing a great increase in refinement of the airplane design and adding to our knowledge of laws of aerodynamics, laws which it is difficult to sense delicately in the high-speed airplanes to-day. Considerable progress, nevertheless, is being made in this direction."

LIGHTS THAT MISLEAD THE MOTORIST

THERE was a point along a main highway where the road made a sharp bend. Since the opening of the road, no accidents had occurred there. The first night after an elaborate warning light had been placed at this point, a car ran off the road into the ditch. The question was, what caused the accident? Experiments found the answer in an accidental placing of lights, says Frederick C. Russell, who tells the story of this and of other cases of misleading highway illumination in the current number of *Motor Life* (New York). Night driving calls for more imagination on the part of the driver, says Mr. Russell, since things, seen at night, are not always what they seem. He presents the following incident:

Some time ago the Motor Vehicle Department of Connecticut became interested in a case in which the driver ran off the road at a very gradual curve. As evidence was offered that the man was not only entirely sober at the time of the accident, but an experienced driver as well, the authorities were inclined to believe that something about the character of the roadway needed looking into. Furthermore, the short distance which the car traveled after leaving the roadway showed that the machine was not exceeding the speed limit at the time of the accident. And there was no water, ice or wet leaves on the road surface to suggest the possibility of skidding. The motorist explained his story and gave a diagnosis of the affair which did not seem plausible. To put his theory to a test the officials waited for a dark night and set out over the same course which the motorist had taken on the night of the accident. When the driver of the test car came to the particular curve in the road it

McLEAN GOOD STORE FIXTURES

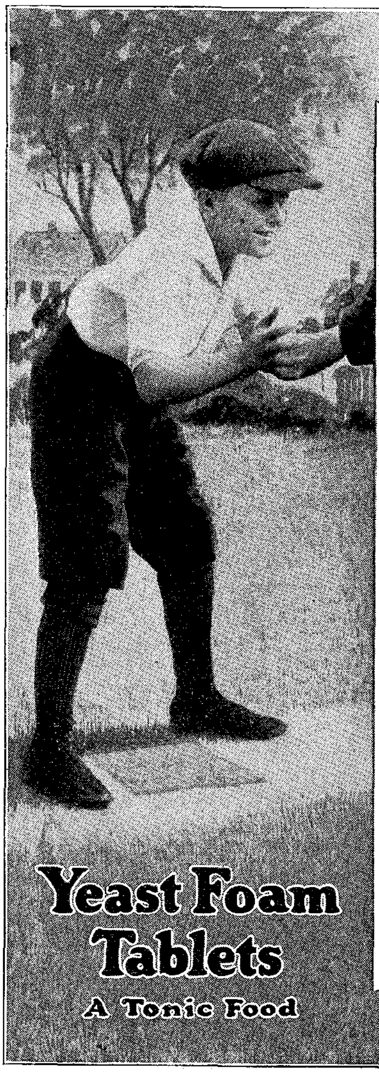
Combination of Base Unit 1200 and Wall Display Unit 1341.

The base unit can be used alone as a complete showcase.

A quicker way to sell goods

McLEAN UNIT SHOWCASES put goods squarely before customers' eyes—and make them sparklingly attractive under plate glass, against a dark genuine birch background. Sales are completed in seconds by sliding back the silent, frameless plate glass doors and lifting out purchased articles. . . . *Catalog on request.*

W. B. McLEAN MFG. CO. 3038 Bigelow Blvd., Pittsburgh, Pa.



"Play Ball!"

Sand lots are calling and red-blooded boys the country over are bursting with eagerness to "swat 'em a mile."

How about *your* boy? If he's lagging behind the procession, look to his food; it may be lacking in a single element the youngster needs to build up strength, energy and firm, healthy tissues.

Yeast Foam Tablets—a pure, tonic food—are the richest known source of a substance essential to digestion, growth and strength.

Have your boy eat these wholesome tablets along with his other food, and watch how he picks up.

Yeast Foam Tablets are made of whole, selected yeast; they keep and, unlike baking yeast, they don't cause gas. Hence they are *safe* for children and adults. Sold by druggists and made by the makers of the famous baking yeasts, Yeast Foam and Magic Yeast.

SEND FOR LARGE FREE SAMPLE

Name__________

Address__________

Mail Coupon to Northwestern Yeast Co.
1750 N. Ashland Ave., Chicago, Ill.

L.D.-4-21

A New
Light weight
WHITE OXFORD SHIRT

NASSAU TROPICAL OXFORD

meets the demand for the *softness* and *comfort* of the Oxford fabric without the bulk and weight of the *ordinary* Oxford. Also being shown in French Blue, Champagne and Silver Gray Tones in Warranted FASCOLR.

HALLMARK SHIRTS

The HALLMARK FASCOLR label is your guarantee that color will not be changed by sun, tub or perspiration.

Look for the Label

HALL, HARTWELL & CO. Inc., Troy, N.Y.

Makers of HALLMARK *Athletic Underwear,* MARK TWAIN *and* SLIDEWELL *Collars.*

As Traveling Companions
Insured
INDESTRUCTO
TRUNKS
and Fine Hand Luggage are Incomparable

Women Teachers Wanted

To Travel During Summer Vacation

Educational sales work along school lines. Salary to start. Over one hundred teachers last summer averaged $500.00 each for their summer vacation. Give details concerning age, education and time you can start work in first letter. Preference given those who can start earliest and work longest. Address **S. J. GILLFILLAN, Dept. L. D., 58 East Washington Street, Chicago, Illinois.**

have you secured your cake of
Packer's tar soap
in its new container?

each cake in a metal soap box designed for your convenience

MOTORING AND AVIATION
Continued

was seen that three lights directly ahead gave the impression that the road continued in a straight line. Upon further investigation it was found that the lights were simply lanterns along a lane and that they were placed there as a guide to late homecomers. The officials explained the situation to the owners, in fact, showed them what the effect was when the lights were viewed from the roadway. The result was that the owners agreed to place shields over the lights on the sides which would be viewed from the highway. The effect was entirely changed, and the idea that the lights marked the highway was destroyed.

With nothing in the way of misleading lights to deceive them, drivers at this point are no longer tempted to overlook the caution which they invariably exercise when they have no crutches to lean on. Too many lights, to bring a maxim down to date, spoil the motoring.

A motor vehicle official, says Mr. Russell, tells a unique story which throws considerable light on the subject:

> There was a point along one of the State's new concrete highways where the road made a rather sharp bend. In the few months that the road had been opened there had never been any accidents at this point, but all who drove over the road were quite convinced that if something wasn't done about it—and done in a hurry—there would be serious trouble.
>
> Two days after the official himself reached this conclusion a warning light was placed at the particular point; and everybody who saw what was being done, or who heard about it, breathed a sigh of relief. It was an elaborate warning light, large enough to be seen, and placed where you couldn't possibly miss it.
>
> But the first night it was there a car ran into it and knocked it over!
>
> The driver was pretty well shaken up, and his car was a wreck. Queried as to how he came to run into something so conspicuous the motorist explained that he thought the warning light marked the intersection of two highways, that it was one of these "keep to the right" intersection lights. Proceeding under this assumption he suddenly discovered that he was heading for the highway fence. In trying to sheer straight with the road again he naturally struck the light.
>
> The officials were puzzled. Here was a dangerous section of the road where no one had ever had a collision until a warning light had been installed. It seemed as tho drivers were safer where there were fewer lights, for the reason that they were more cautious when there were fewer warnings and less likely to make wild assumptions. But the officials decided to give the warning light at this point a fair trial. They repaired the light and placed it farther to the right of this left turn so that a driver could not possibly mistake it for the center of the highway. It looked as tho this would solve the problem.
>
> Three days later, however, the officials were back on the scene looking into the cause of a serious smash-up in which two cars were involved. It seems that the driver of the car ahead, in noting the curve in the road with his headlights, suddenly wondered why the warning light wasn't right at the point of the curve where it should logically be. It occurred to him that the

Gibson Good Times

Gibson instruments, the "Music Pals of the Nation" easily and quickly enable you to play the music of the day. Delight your friends, increase popularity, income and pleasure playing for social affairs, concerts, entertainments, etc.

Make $2,000 to $5,000 a Year

Player agents wanted; Organize Orchestra; we help; you receive commission. Small payment, then $5.00 a month pays for a Gibson; brings you wholesome year-'round entertainment and profit. Gibsons are the recognized world standard. Guaranteed for life.

Gibson *Instruments* **Easy to Play Easy to Pay**

Liberal allowance on old instrument in exchange for a Gibson

Mandolin	*Harp Guitar*
Mandola	Mandolin-banjo
Mando-cello	Tenor-banjo
Mando-bass	Cello-banjo
Guitar	Guitar-banjo

Write today for free book, catalog, free trial offer, stating the Gibson you prefer.

Gibson Mandolin-Guitar Co.
84 Parsons St., Kalamazoo. Mich

Planting time is here!

Kunderd Gladioli

"They never disappoint"

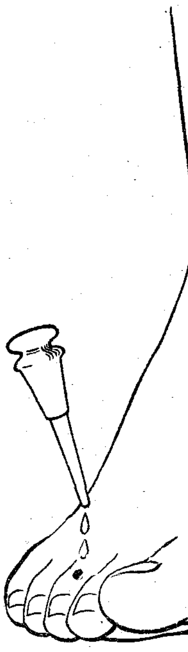
My Personal Cultural Instructions

are printed in my FREE Catalog which is a Handbook of Gladioli. Describes nearly 400 varieties of ruffled, plain-petal and primulinus kinds. Attractive Special Collection offers. Send to-day for catalog—getting late!

A. E. KUNDERD
Box 27, Goshen, Ind., U. S. A.
The Originator of The Ruffled Gladiolus

Corns

Lift Off with the Fingers



Doesn't hurt a bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between toes, and calluses, without pain, soreness

This busy Corona Store is located at 72 E. Randolph St., in the heart of the Loop district, Chicago.

See the New Corona today!

IT IS the newest development in typewriters—an *office* typewriter in *portable* form—yet so inexpensive that every home can own one.

Speed: The Standard Portable Keyboard, with right and left shift keys, cannot be surpassed for simplicity and swiftness of operation.

Convenience: Automatic Ribbon Reverse, Two Color Ribbon, Extra Wide Carriage (10-inch) complete visibility of writing—every modern improvement. Foreign language or technical keyboards at no extra cost.

Strength: Corona is built to stand rough usage—Coronas have been dropped from every kind of conveyance, including an airplane, yet there is no record of a Corona frame ever having been broken!

Service Record: Corona is the only portable whose sturdiness has been tested by 16 years of use. More Coronas are in use than all other makes of portables combined.

Look for "Corona" in your phone book or write us for our new folder. Price $50 with case. In Canada $69.

CORONA TYPEWRITER COMPANY, INC.
105 Main Street Groton, N.Y.

More TRANSPORTATION *and* less Regulation

THAT excessive regulation of railroads is making it increasingly difficult for them to give a full measure of public service is coming to be generally recognized throughout the country. The following excerpts from recent public reports are pertinent:

> The transportation system must be continually improved to keep pace with industrial progress. This country has enjoyed railroad transportation on a cheaper basis than practically any other civilized country in the world, but we cannot continue to do so by restricting initiative or by undue limitation of railroad profits earned under uniform and reasonable rates. —*Report of the Congressional Joint Commission of Agricultural Inquiry.*
>
> I have talked with some of the delegates here, and many of them are coming to the conclusion that we have too much railroad regulation. —*Report of Director C. B. Hutchings of the Transportation Department, American Farm Bureau Federation.*
>
> We must have increased transportation if we are to maintain our growing productivity. We must therefore find a way out of the cycle of systematic starvation of a large part of our mileage and the denudation of our railway managers of their responsibilities and initiative.—*Report of Secretary of Commerce Herbert Hoover*

The only regulation of railroads *in the public interest* is regulation that promotes the growth of transportation facilities to keep pace with national development.

Under such constructive regulation, new capital will be attracted from investors for the development of our railroads—and adequate service at fair rates will be insured.

NEW YORK CENTRAL LINES

BOSTON & ALBANY ~ MICHIGAN CENTRAL ~ BIG FOUR ~ PITTSBURGH & LAKE ERIE
AND THE NEW YORK CENTRAL AND SUBSIDIARY LINES

MOTORING AND AVIATION
Continued

light marked some other hazard. He decided to slow down and be sure. But he slowed down a little too unexpectedly for the man behind him. There was a rear-end collision, a skid—and some damage.

The officials decided that they were not making much headway in the matter of safeguarding the highway. Two wrecks within a single week, as against a clean slate for the three months' period during which the road had been unprotected at this point. But they decided that the warning idea deserved one more try. They would place the light to the left of the curve on the opposite side of the road.

A few nights later a motorist killed himself at this point!

It developed that he was a frequent user of the highway at night; and it was assumed from this that he had run off the left side of the road thinking the warning light was to the right of the road where it had been for several previous nights.

The warning light was, therefore, removed from the road and placed at another point where it could act as a lighthouse with better success. The whole affair showed that the question of safeguarding the interests of the night driver is not in the number of lights, their size nor their brilliance, but the *idea* they convey to motorists.

If a light gives a driver too much assurance it is likely to make him careless; it also gives his imagination too much play. Light is always considered an ingredient of safety, and it is for this reason that a misplaced light will invariably lead a driver into trouble.

One very common annoyance to the night driver, the writer points out, is to see headlights playing upon the road from a side street only to discover after he has applied his brakes that the other car is not in motion. The explanation is that:

When leaving their cars on the road many drivers forget to turn off the headlights; the result is that if the machine happens to be near a cross-road or intersecting street the rays of the headlights give others the impression that the car is approaching the intersection.

The trouble is not the inconvenience this occasions, nor the danger which is frequently attendant upon sudden and alarmed halts, but the fact that after a night driver has been fooled several times he comes to believe that every time he sees headlight rays playing across the road ahead of him it is simply an indication that a car has been parked near the crossing with its headlights left turned on. When lights lead to erroneous conclusions, they fail to serve the purpose for which they were intended.

We want plenty of light for night driving, but not lights that are going to deceive drivers or occasion them to place too much confidence in them. Every light on a highway should have a reason of its own—a reason so clear that the driver can not possibly misconstrue its meaning. Placing such lights in the right positions is half the problem; the other half is to eliminate those miscellaneous lights which tend to keep night driving back in the dark ages. Let there be light, but let it be the right kind, in the right place at the right time.

SCIENCE AND INVENTION
Continued

WHAT IS "BLOWN OIL"?

THIS is a trade term for oils thickened by oxidation, usually by having an air-current forced through them. The thickening process is that which "dries" paint on exposure to the air. Not all oils will thicken and harden by exposure, and the perfection in which this property is exhibited by linseed oil is the reason for its common adoption as a vehicle in pigments. The manufacture of "blown oils" is described in *The Chemical Age* (New York) by T. H. Anderson, of the Corn Products Refining Co. He writes:

Many vegetable oils, particularly rape, castor, corn and soya bean, are thickened to various stages of viscosity by oxidization for numerous industrial purposes. The petroleum industry uses blown rape for increasing the viscosity of certain lubricants; the leather business uses a lot for surfacing split-hides; the artificial leather people use large quantities for forming the body of their goods; the rubber factories use it in their hard and soft rubber products.

The process of thickening these oils is quite simple, tho considerable care must be exercised in the matter of temperatures and time of treatment. Too high temperature darkens the product, and a few minutes too long treatment will carry over a thick, flowing oil to a jelly form of little commercial value.

While there are ways of doing this work with chemical oxidizing agents, the best and surest means is by passing a stream of air through the heated oil in a suitable tank for a period of 18 to 48 hours.

The oil to be treated, usually in the crude state, is loaded into the tank until it is about three-quarters full, and steam-heated with gentle agitation until brought to the right temperature.

After the foam has subsided, the top cover is fixt down and full air-pressure turned on. No more heating of the oil is required; rather it is necessary to run water into the coils from time to time to keep the oil down to the required temperature, as the oxidization produces considerable heat.

The oil at first bleaches to a fairly light shade, then turns yellow, then red, the depth of red in the final product varying according to the temperatures used and time of treatment. Samples are drawn frequently and tested for gravity.

During the process violent smelling fumes are given off, which can not be permitted to escape into the air. Various means are used to take care of these fumes, probably the best way being to partially condense them and pass the noncondensable to the boiler furnace. The fumes are rather acid in character as indicated by their action on the iron fittings. There is considerable condensate of semi-oily fluid of no apparent value.

When approximately the viscosity desired is reached by the oil, the agitation is slacked down and the oil quickly cooled by water through the coils, then drained through the strainer into shipping packages or storage. Iron drums make the best package, as the high temperature at which

Ever-Ready
MADE IN U.S.A.
MAHOGANITE
Ever-Ready

This outfit exactly as pictured $1.00 complete.

**Mahoganite—
New Scientific Water &
Wearproof Razor Case**

THE Ever-Ready Mahoganite Case appears to be of rare old mahogany—beautifully grained and mirror-polished. It is water-proof, washable and sanitary.

Mahoganite is a novelty—never used before for a razor case. It is neatly partitioned to hold the Ever-Ready frame, handle, blades, etc. The outfit includes the nickeled Ever-Ready frame with balanced hexagon handle, and a supply of Ever-Ready Radio Blades—$1.00 complete.

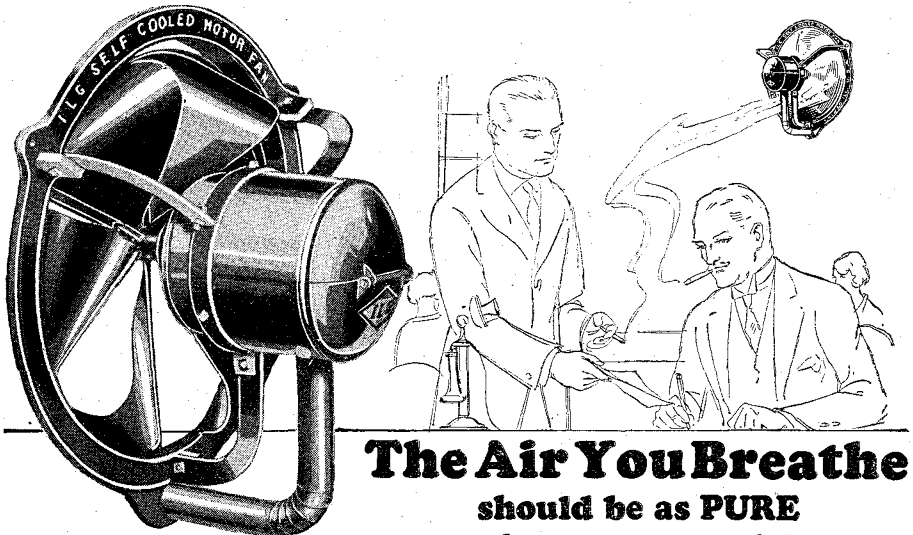
The ten-year guaranteed frame is scientifically designed to hold the blade at its most efficient shaving angle. Simply slip the blade into the frame, and the Ever-Ready is all set to give you the safest, quickest and best shaves of your life. Four other equally attractive models at $1.00 complete. Dealers Everywhere.

AMERICAN SAFETY RAZOR CORPORATION
Also Makers of Ever-Ready Shaving Brushes
FACTORIES - - - - BROOKLYN, N.Y.

Ever-Ready
SAFETY RAZOR

$3 Models Now $1

EVER-READY RADIO BLADES 6 FOR 40¢


ILG SELF COOLED MOTOR FAN

The Air You Breathe
should be as PURE
as the water you drink

The ILG is the only ventilating fan made with a fully enclosed self-cooled motor.

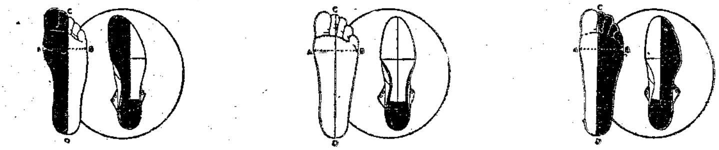
The ventilating fan that's painted green.

FRESH air is a part of your life 17 to 20 times a minute. You can efficiently ventilate your office, store, workshop, restaurant, etc. with an ILG Fan at a cost of a few cents a day. Powerfully it exhausts every trace of foul air and gently introduces the exhilarating atmosphere of the great outdoors that makes for health, strength and vitality. Submit your ventilating problem to us. We'll send comprehensive literature and a logical solution through your nearby dealer or our branch office.

Ilg Electric Ventilating Co.
2857 No. Crawford Ave., Chicago, Ill.

HIGH EFFICIENCY TRADE ILG MARK VENTILATING MACHINERY

Ventilation
FOR OFFICES·
STORES·FACTORIES·
PUBLIC BUILDINGS·THEATRES·
RESTAURANTS·HOUSES–ETC·



INFLARE

Where more of the surface across the ball (A-B) is inside instead of outside the line (C-D)

STRAIGHT

Where the surface across the ball (A-B) is equal on either side of the line (C-D)

OUTFLARE

Where more of the surface across the ball (A-B) is outside instead of inside the line (C-D)

Which is yours?

A new idea in shoemaking and shoe fitting

Woman's Tru-pe-dic oxford

Man's Tru-pe-dic oxford

SCIENCE has proved that instead of only one type of normal feet there are three types—inflare, straight and out-flare. Tru-pe-dic shoes are made in these three types. Try on all three. Your *foot* will instantly tell you which type is *yours*.

The Tru-pe-dic is not a freak shoe but a stylish anatomical, natural arch-supporting shoe which has been developed and endorsed by the American Posture League.

Made for men and women. Utmost in comfort and fit. Write for Tru-pe-dic booklet and name of nearest dealer.
RALSTON HEALTH SHOEMAKERS
970 Main Street Brockton, Mass.

Tru-pe-dic SHOE
RALSTON MADE

"Walk and be healthy"

SCIENCE AND INVENTION
Continued

it is necessary to hold the oil to keep it fluid is hard on wooden packages.

There are a few concerns doing a good business in this form of vegetable oil, but for various reasons it does not appeal to the refiner in general as an attractive proposition. However, it furnishes a fair outlet to the oil miller for oils unsuited for edible purposes.

THE HIGH FOREHEADS OF AMERICAN WOMEN

HIGH brows are remarkably frequent among American women. Dr. Ales Hrdlicka, anthropologist of the Smithsonian Institution, draws this conclusion from his measurements of the foreheads of over 1,900 men and women of American stock that has been in this country for three to eight generations. Says Science Service's *Daily Science News Bulletin* (Washington):

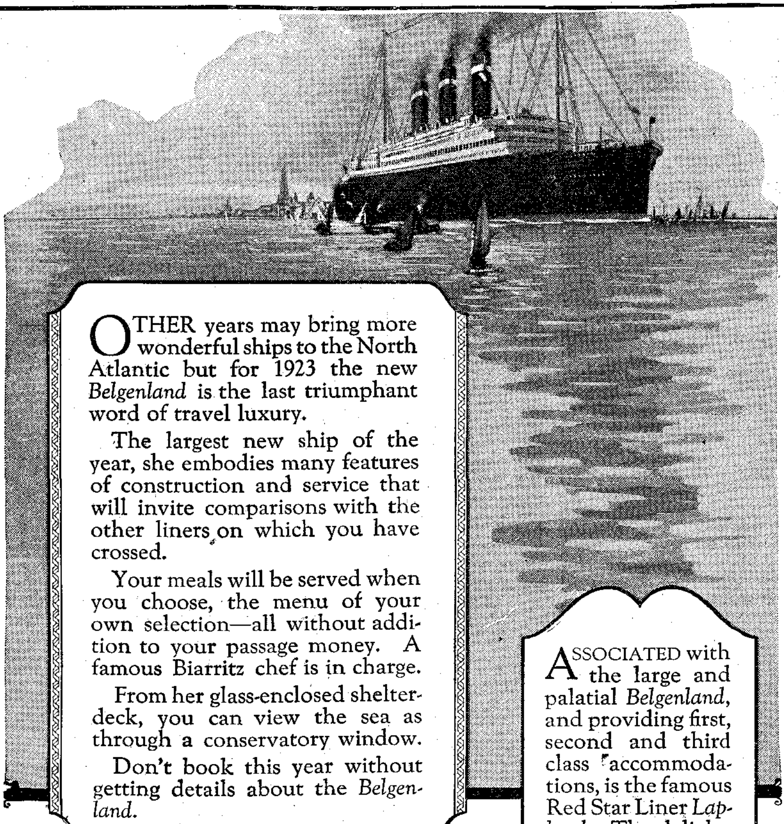
Taking the distance from the nasal depression to the hair line, he found that 9 per cent. of the males and 11 per cent. of the females had low foreheads. The greater percentage of low brows among women, Dr. Hrdlicka explained, is what is to be expected; as the female skull tends to develop less from its childhood characteristics. His figures further showed 88 per cent. of the males and 81 per cent. of the females had foreheads of medium height. Most surprizing to the scientist, however, was the fact that 3 per cent. of the men had high foreheads while 8 per cent. of the women showed this development. In other races, he said, the proportion of women to men is about equal. Altho the persons examined were from the relatively cultured classes, and perhaps among those with fewer cultural advantages the differences would not be so great, Dr. Hrdlicka said that these figures indicate that females in this country stand relatively high in the proportion of high foreheads developed. He attributed this to the educational advantages in this country. The fact that higher and broader foreheads are more frequent to-day and most marked in the educated classes shows that evolution is still going on, he said, altho the average skull of to-day is still comparable to that of the later cavemen of 15,000 years ago. The earlier Neanderthal cavemen and earlier human, prehuman, and anthropoid ape skulls, however, show increasingly marked differences in the development of the frontal region of the skull. There are also sex, racial, and age differences in the height, slope, breadth, and the bulge of foreheads in man to-day. In general, the inferior races have the low foreheads. The whites have the highest. Breadth of head, however, is misleading, he said, as the forehead of a broad head is often mistaken for a broad forehead. Proportion of head size to breadth must be taken into consideration. Altho the brain is largely responsible for the shape of the skull, there are individual variations resembling the primitive head shapes which are not due to low brain development. Dr. Hrdlicka scored phrenologists' and so-called character readers' pretentions at judging mental qualities of the individual by the features and other details of the face and head. Statistical study shows that that is no foundation for their claims.

THE RECORD COLD

THE nearest approach to the absolute zero of temperature which has yet been attained has been recently achieved by Prof. H. Kamerlingh Onnes of the University of Leyden, Holland, according to advices received by the U. S. Bureau of Standards. The record temperature of 272.18 below zero Centigrade, or as the physicists express it, 0.82 degrees Absolute, was reached by the Dutch scientist in an unsuccessful attempt to solidify liquid helium. The temperature is equal to approximately 458 degrees below zero Fahrenheit. Says Science Service's *Daily Science News Bulletin* (Washington):

> At this temperature the liquid helium showed absolutely no tendency to solidify, according to the report of Dr. Onnes, who expresses the opinion that helium may remain a liquid even at the absolute zero.
>
> This temperature, 273 degrees below zero Centigrade, denotes the entire absence of heat, or, exprest in more scientific language, the entire absence of atomic or molecular motion. Heat is due to the vibrations of the atoms. The less heat, the less vibration, until, as has been found through mathematical study of the problem, the temperature of .273° Centigrade means the cessation of atomic motion and the entire absence of heat.
>
> Physicists have been trying to attain to this temperature for years, because of the bearing that a study of the properties of matter under those conditions would have on the problem of the ultimate constitution of matter. For example, it has been indicated that at the absolute zero the electrical resistance of many if not all metals is approximately zero, or in other words, that altho the atoms are entirely at rest, the electrons of which they are composed are free to move without the slightest interference.
>
> According to modern theories an electrical current is a sort of procession of electrons, or particles of negative electricity; and it is supposed that at the absolute zero the atoms settle to rest in some form which leaves absolutely free paths through which the electrons may travel without any interference or "resistance."
>
> Every gas has been both liquefied and solidified except helium, which has never been reduced to the solid state in spite of years of effort. In Dr. Kamerlingh Onnes' most recent attempt he evaporated liquid helium in the most perfect vacuum attainable, the pressure at the surface of the liquid being only thirteen thousandths of a millimeter of mercury or about one sixty-five-thousandth of an atmosphere. A battery of twelve glass and six iron Langmuir vacuum pumps, connected in parallel, was used to obtain this result.
>
> The previous attempts to solidify helium having produced a temperature of 1.15° Absolute, Dr. Kamerlingh Onnes undertook his latest attempt with the utmost refinement of technique. Altho he was unsuccessful in getting any solid helium, he did succeed in getting the lowest temperature ever produced by man. It seems impossible, he states, to get temperatures lower by more than a few hundredths of a degree under those he has now obtained, but he adds, "We can not accept such a limit otherwise than as a provisional one." The pursuit of the absolute zero will continue.

BELGENLAND



OTHER years may bring more wonderful ships to the North Atlantic but for 1923 the new *Belgenland* is the last triumphant word of travel luxury.

The largest new ship of the year, she embodies many features of construction and service that will invite comparisons with the other liners on which you have crossed.

Your meals will be served when you choose, the menu of your own selection—all without addition to your passage money. A famous Biarritz chef is in charge.

From her glass-enclosed shelter-deck, you can view the sea as through a conservatory window.

Don't book this year without getting details about the *Belgenland*.

ASSOCIATED with the large and palatial *Belgenland*, and providing first, second and third class accommodations, is the famous Red Star Liner *Lapland*. The delightful cabin steamers *Zeeland* and *St. Paul* provide service with Red Star standards at very moderate rates.

RED STAR LINE

WHITE STAR LINE **AMERICAN LINE**

INTERNATIONAL MERCANTILE MARINE COMPANY

No. 1 Broadway, New York

SWEDEN

BREAK away from the cut-and-dried trip abroad this year and tour through Sweden, the land that is "different." Visit Stockholm, "Venice of the North," a city of delightful culture, with a brilliant hotel and social life. See the Göta Canal, one of the greatest engineering feats of modern times. Feast your eyes on glorious mountain ranges, stupendous cataracts and beautiful lakes that rival Como; or wander among the ancient castles and ruins for which Sweden is famous.

In the rural districts of Sweden you meet many picturesque peasant types, while farther north, in the "Land of the Midnight Sun," you may study the nomadic Lapp and his reindeer herds at close range.

Swedish industrial activities, educational institutions and advanced civic conditions, evidenced on every hand, win your admiration and start you thinking along new lines. A tour of Sweden during the coming summer enables you to take in the sights of the great

GOTHENBURG
Ter-Centennial
JUBILEE EXPOSITION
May 8-September 30

Don't miss it! Make your plans now. Conditions in Sweden are normal: the people are courteous and obliging; and English is spoken everywhere, making travel easy for Americans.

For Booklets on Sweden and the Exposition address:

Swedish Travel Bureau
Official Representative of Swedish State Railways
24 State Street, New York
Or any authorized tourist agency

—the ideal vacation land

SWIM, canoe, golf, hike or rest in luxurious ease midst the scenic beauties of the "playground of the continent." Excellent hotel accommodations at reasonable cost add to the pleasures of a vacation of health, sport and fun at any of Canada's wonder spots.

Dress UP or Rough It

Canada is a great vacation land. Interesting places, scenic woods and waters are found all through the land. Minaki, Great Lakes Cruise, Highlands of Ontario, Algonquin Park (2721 square miles, altitude, 2000 feet), Murray Bay, the Lower St. Lawrence. See Toronto the Queen City and the Thousand Islands. See the Capital City—Ottawa. See the "old world in the new" at Montreal and historic Quebec.

For Real Fishing, Hunting and Camping

Sportsmen and outdoor lovers will revel in virgin streams and big game country in Nova Scotia, New Brunswick, Quebec, Ontario, Alberta and British Columbia.

Low Tourist Fares. Write for booklet 19—mentioning district that interests you. Address the nearest Canadian National Railways office listed below.

BOSTON, 294 Washington St.
BUFFALO, 1019 Chamber of Commerce Bldg.
CHICAGO, 108 West Adams St.
CINCINNATI, 406 Traction Bldg.
CLEVELAND, 522 Kirby Bldg.
DETROIT, 527 Majestic Bldg.
DULUTH, 430 West Superior St.
KANSAS CITY, 334 Railway Exchange Bldg.
LOS ANGELES, 503 So. Spring St.
MINNEAPOLIS, 518 2nd Ave. So.
NEW YORK, 1270 Broadway
PHILADELPHIA, 702 Finance Bldg.
PITTSBURGH, 505 Park Bldg.
PORTLAND, ME., Grand Trunk Station
SAN FRANCISCO, 689 Market St.
SEATTLE, 902 2nd Ave.
ST. LOUIS, 305 Merchants Laclede Bldg.
ST. PAUL, Cor. 4th and Jackson Sts.

Canada welcomes United States tourists.
No passports required.

Canadian National Railways

Clark's Round the World and Mediterranean Cruises
Jan. 19th and Feb. 2nd, 1924; 120 days $1000 up; 65 days $600 up. Shore excursions included.
FRANK C. CLARK, Times Building, New York

EUROPE From Montreal, June 22 and 29. England, Holland, Belgium, Rhine, Switzerland, Italy (Incl. Naples), Monaco (Riviera), France. **$745**
MENTOR TOURS, 332 So. Dearborn St. CHICAGO

TOUR EUROPE FOR $425
30 days of delightful travel under experienced and competent guidance. Longer tours up to $1100. Write for booklet D 14.
GATES TOURS—*Founded* 1892
"World Travel at Moderate Cost"
225 Fifth Avenue, New York

Going to Europe?

Before sailing for Europe send for a copy of "The Charm of England" issued by the LONDON MIDLAND & SCOTTISH RAILWAY

"The Best Way" to travel in England, Scotland and Wales. It contains a wealth of useful information and will materially assist in arranging an itinerary to include most places of historical and educational interest, in easy sequence. Information and suggestions for Tours to cover any period FREE on application to:—

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LONDON MIDLAND & SCOTTISH RAILWAY,
200 Fifth Avenue, New York.

then you need this

The Charm of England

INVESTMENTS AND FINANCE

THE ROCKEFELLER MONEY IN OIL

ONE of the surprizes in the recent United States Senate oil investigation report, which was duly noted in these columns, was that the senior John D. Rockefeller, founder of the Standard Oil group, did not own as much as one per cent. of the stock of any of the Standard Oil companies. In fact, the president of the parent New Jersey company said that the elder Rockefeller had not been a shareholder in that company since 1920. But there is, as *The Wall Street Journal* points out, plenty of Rockefeller money in Standard Oil, a very large amount being held by John D. Rockefeller, Jr. At the time of the 1911 dissolution, it seems, John D. Rockefeller, Sr., owned about one-quarter of the original Standard Oil of New Jersey stock, but since that time his holdings in the different companies inheriting this stock have been distributed to his son, his daughter, and various charities. But, we are told, "in each of the companies, either his son, his daughter, Mrs. Edith Rockefeller McCormick, the Rockefeller Foundation, the General Educational Board, the Laura Spellman Rockefeller Memorial, or the Rockefeller Institute for Medical Research, appears as the largest stockholder."

The Standard Oil holdings of John D. Rockefeller, Jr., from the profits of which one newspaper has estimated that he must be paying about $6,000,000 in annual income taxes, are tabulated as below by *The Wall Street Journal*, which explains:

> Holdings of John D. Rockefeller, Jr., on June 30, 1922, in nine Standard Oil units, after allowing for numerous stock dividends since that date, totaled 7,638,390 shares. This represented about one-sixth of the 45,726,757 shares these companies now have outstanding. At current market prices, the younger Rockefeller's holdings in these companies are worth $410,674,399. Dividend payments at present rates total $11,946,622 a year on his holdings in these nine companies, or slightly less than a 3 per cent. return on market value.
>
> The younger Rockefeller's biggest holdings from point of view of market value and dividend return are in Standard Oil of California, in which he owns 23.4 per cent. of issued stock. Without allowing for recent subscription privilege, his holdings in that company were 1,902,016 shares, worth $114,120,960 and returning dividends of $3,804,032 annually. Holdings in this company alone represented more than 25 per cent. of his total Standard Oil holdings and dividend payment nearly one-third of total he receives.
>
> Standard Oil of New York ranks second, his ownership of 2,241,000 shares being 24.9 per cent. of total issued. These shares have a market value of $101,605,250 and are receiving dividend payments of $3,137,400 a year. Standard Oil of New Jersey common is third in size, the 2,261,188 shares held representing 11.4 per cent of total issued. These shares have a current market worth of $92,708,708 and dividend return is $2,261,188.

STANDARD OIL HOLDINGS OF JOHN D. ROCKEFELLER, JR.

Company	*Total Shares Issued*	*Held by J.D.R.,Jr.*	*Pres. Market Value*	*Annual Dividends*
S O N J Com	19,834,985	2,261,188	$92,708,708	$2,261,188
S O N J pfd	1,983,498	37,686	4,401,441	263,802
S. O. Cal	8,128,274	1,902,016	*104,120,960	3,804,032
S. O. N. Y.	9,000,000	2,241,000	101,605,250	3,137,400
Atlantic R. Com	500,000	124,000	16,306,000	496,000
Atlantic R. pf.	200,000	9,800	1,136,800	68,600
Ohio Oil Co	2,400,000	312,000	24,492,000	936,000
Prairie O & G	540,000	63,180	15,163,200	505,440
Prairie P L	540,000	63,720	7,134,640	509,760
Illinois P L	200,000	26,200	4,323,000	‡336,800
Vacuum O Co	2,400,000	597,600	29,282,400	‡597,600
Totals	45,726,757	7,638,390	410,674,399	$11,946,622

**On basis of $60 a share, without including recent subscription privilege.*
‡No cash dividends declared this year so far, 1922 payments being used as basis.

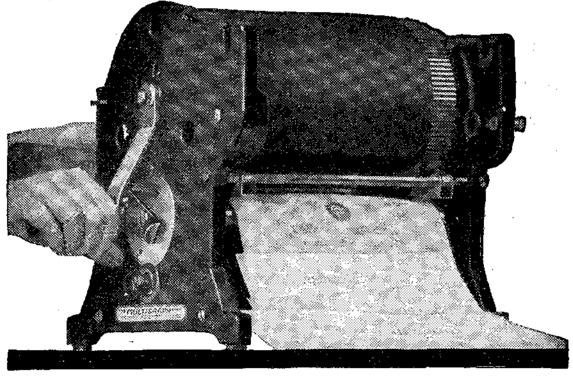
WHAT MANY MARRIAGES MEAN TO BUSINESS

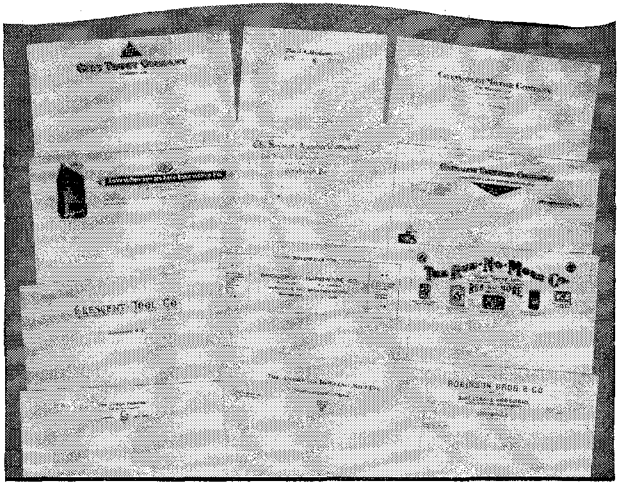
IF the editor of *The Dry Goods Economist* instead of Sherwood Anderson were the author of the popular book called "Many Marriages," the big theme of it would probably be something like this: "The more marriages, the better for business." In fact, it might perhaps be full of advice to business men, especially retailers, to do all in their power—for the sake of future profits—to encourage young people to rush into matrimonial bonds. For the editor contends in a recent issue of *The Economist* that marrying and housekeeping keep business going, and so he says:

> Business men will do well to devote immediate attention to the vast increase in home building and the exceptional number of marriages this year. The nation-wide resumption of industrial activity has been evidenced in no field more emphatically than in construction of new housing, and the popular attitude toward assurance of wage income is always most clearly defined by the number of couples who assume the responsibilities of wedlock. These two factors are now impressively in evidence. Home furnishings, china and glassware, wedding gifts of all kinds—these afford exceptional opportunities to the enterprising merchant to effect larger sales.

The Middle West Sells with THE NEW MULTIGRAPH

This is the New Multigraph equipped for turning out typewritten letters, forms, etc. The $150.00 price includes the Typesetter illustrated below.





Every kind of business turns to the Multigraph for Sales Help.

Here's Selling! A recent mailing of fifty Multigraph-ed letters sold five (5) Ford cars for Peck & Horton, Cleveland Dealers.

Here's Sales Power! Last year was far and away the biggest in the history of the Upson Company, wall board manufacturers at Lockport, N. Y. Not only was more Upson Board sold than ever before, but it was sold by an almost unbelievably large number of *new* dealers. The Multigraph played an important part in helping the Upson Company gain its present position of leadership.

Here's Economy! Cost figures on one of the Multigraphs of The Gainaday Electric Company, Pittsburgh, Pa., show a clear saving of $400.00 each month, after allowing for depreciation, and all operating expenses. This machine is kept busy imprinting dealers' names on circulars.

Here's Adaptability! "We are constantly finding new uses for our Multigraph," writes the Motor Transport Company, Huntington, West Virginia. "Even if it could be used for no other purpose than for circular letters, it would easily be worth the purchase price; but its adaptability for turning out high-grade printed matter makes the Multigraph all the more valuable."

And so the stories of the Multigraph flow in. One manufacturer's cost system shows a clear saving in the Multigraph Department of 52 per cent. Another one-man Multigraph Department in a provision plant turns out 354 different forms for all departments of the business. A Columbus concern tells us that the Multigraph is the *only equipment* that will reproduce circular letters satisfactorily.

Saving and *Selling* for manufacturers, wholesalers, retailers, banks—businesses of every description—reaching *every* type of prospect, everywhere. *The Multigraph, rightly used, always brings home the bacon.*

The above experiences—all from the Middle West—and many more just as interesting, are illustrated and described in our newest book, "Definite Facts." Would you like a copy? There's a coupon below that makes asking for it easy.

Board of Commerce, Detroit, Mich.

Barcalo Mfg. Co., Buffalo, N. Y.

Big Four R. R., Toledo, O.

Fries & Schuele, Cleveland, O.

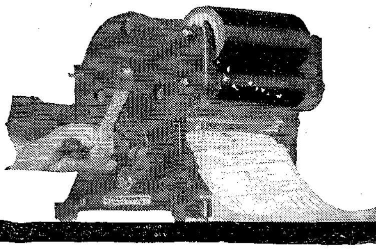
Motor Transport Co., Huntington, West Virginia

Rub-No-More Co., Fort Wayne, Ind.

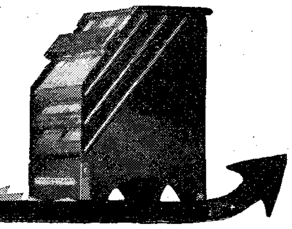
Prices in Canada: $38.00 down; cash price $190.00. Printing Ink attachment $37.50

$30.00 DOWN Balance on Easy Terms or $150.00 CASH

The two-roll Printing Ink Attachment, easily and quickly attached to the New Multigraph, $35.00 additional.



This is the Multigraph Typesetter, which makes it easy to set type for the Multigraph.

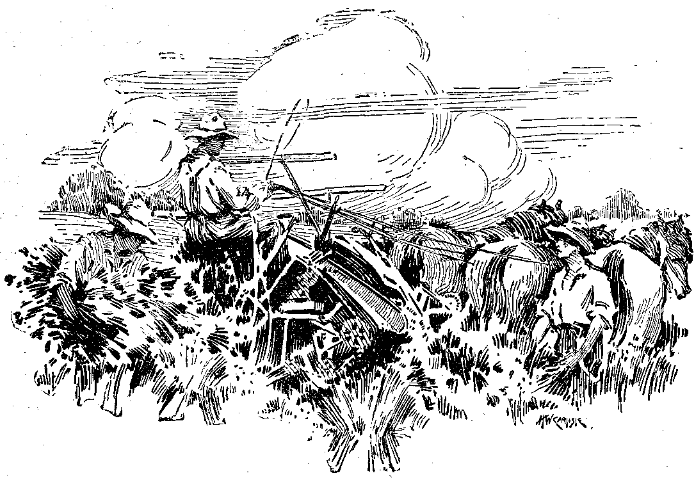


DEFINITE FACTS

The American Multigraph Sales Co.
1804 East 40th Street, Cleveland, O.

I would like to have a representative show me without any obligation the New Multigraph, and explain its possibilities in the .... business.
Be sure you indicate your business.

Name ....
City .... State ....
Street .... L. D. 4-21



A Significant Business Development

ONE of the most significant developments in the present revival of prosperity in this country is the improved condition in the agricultural districts, especially in the West and South.

The great potential buying power of the farm population is due to the fact that nearly one-fifth of the national income is produced on the farms.

The improvement in purchasing power of the farmer is shown by the fact that during 1922 the gain in the average prices of farm products was 19 per cent, while the increase in the average price of all commodities was only 13 per cent. And the gross value of farm products in 1922 was nearly $2,000,000,000 greater than in 1921.

This decided betterment in our principal industry is reflected throughout business generally. It emphasizes the need for adequate banking facilities by those who would take full advantage of present opportunities.

This Company offers complete banking services, national and international in scope.

Guaranty Trust Company of New York

MAIN OFFICE: 140 BROADWAY, NEW YORK

LONDON PARIS BRUSSELS
LIVERPOOL HAVRE ANTWERP

CURRENT EVENTS

FOREIGN

April 4.—The Earl of Carnarvon, discoverer of the tomb of King Tut-ankh-Amen, dies of blood poisoning and complications due to the bite of a poisonous insect.

The French extend their zone of occupation to the outskirts of the town of Hagen, says a Berlin dispatch.

April 5.—Gustave de Kerguezec, president of the Naval Committee of the French Senate, advocates that a further naval armament conference be called to take up the actual scrapping of the world's navies, and guarantees in the name of the French Parliament "that France will suppress her entire fleet if the other Powers do likewise."

April 6.—French naval officials have altered the sight on the sixteen-inch guns, thus increasing the range from 30 to 40 per cent., according to a dispatch from Paris.

Belgian troops seize 2,000,000,000 marks in paper money in the printing plant of the "General Anzeiger" at Mulheim, in the Ruhr.

Horace Mann, of Iowa, takes the oath as Porto Rico's eighth American Civil Governor.

April 7.—The French have seized a grand total of 32 billion paper marks in the occupied territory to date, according to a Berlin dispatch. A contingent of 600 Belgian workmen leave Brussels to be employed in the Ruhr industries.

April 8.—Five Ministers of the French Cabinet in as many addresses in different parts of France declare that "the Ruhr will be evacuated only when Germany has fulfilled her reparations obligations."

French authorities announce that seven more coal mines and coke ovens have been seized by the Commission of Control, bringing the total number of coal mines and coke ovens now in the hands of the French to eighteen.

April 9.—Chancellor of the Exchequer Stanley Baldwin announces in the House of Commons that an imperial economic conference and a meeting of the imperial conference of Premiers to discuss plans concerning the imperial defense will sit concurrently in London beginning October 1.

The explosion of a time bomb destroys the lock of the Dortmund-Ems Canal, near Herne, in the Ruhr, effectively blocking the canal.

Documents captured by officers of the Irish Free State Government report that the first Southern division of the irregulars has been "fought to a standstill and is flattened out."

April 10.—Liam Lynch, irregular chief of staff, dies from wounds inflicted when he was trying to evade capture at South Clonmel, Tipperary County, Ireland.

Ruhr workmen, estimated to number 70,000, form a lane of honor nearly five miles long for the funeral of the German employees of the Krupp works at Essen, who were killed on March 31 in a clash with French troops.

The Turkish Nationalist Assembly, says an Angora dispatch, has ratified the so-called Chester railway and mining concession, which gives to an American company oil and mineral rights in Turkey estimated to be worth at least $500,000,000.

DOMESTIC

April 4.—Warrants are issued for N. N. Furney, cashier of the Knights of the Ku Klux Klan, charging him with embezzlement of $80,000, and for T. J. McKinnon, chief of the investigating department, charging him with the embezzlement of $20,000, according to the sheriff's office at Atlanta, Georgia. The warrants were sworn to by E. J. Jones, an associate of Emperor William J. Simmons.

Fourteen persons are killed and at least a score are injured by a tornado which sweeps through Pineville, Louisiana.

April 5.—The American railways have authorized since January 1, 1922, for cars, locomotives, trackage and other facilities, the expenditure of $1,540,000,000 of which $440,000,000 was actually expended during 1922, according to the report of the American Railway Association, which bespeaks "at this time an even wider cooperation on the part of the public."

Hopelessly deadlocked after more than 31 hours of deliberation, the jury trying William Z. Foster, of Chicago, for alleged violation of the Michigan law against criminal syndicalism, is discharged by Judge Charles White at St. Joseph, Michigan.

April 6.—W. H. Terrell, counsel for Harry B. Terrell and other members of the so-called insurgent faction of the Ku Klux Klan, files a petition with Judge E. D. Thomas, in the Superior Court in Atlanta, Georgia, asking that a receiver be appointed for the organization.

The six defendants in the second trial growing out of the Herrin mine massacre last summer are found not guilty after the jury had deliberated six hours and 55 minutes.

April 7.—All of the untried indictments growing out of the Herrin mine massacre are *nolle prossed* following the trial of the six defendants just acquitted.

April 8.—In a statement saying that the Treasury collected in March income taxes of $463,000,000 as compared with $393,000,000 of income and profits taxes in March, 1922, Secretary of the Treasury Mellon renews the recommendation which he made to the last Congress that the surtaxes be reduced to a maximum of 25 per cent. This would make a combined maximum normal and surtax of 33 per cent.

Claims of American citizens against Germany and Germans totaling $1,187,736,867, will be presented to the Mixed Claims Commission, Robert C. Morris, the American agent, announces.

April 9.—The wages of unskilled workers at the manufacturing plants of the United States Steel Corporation will be increased about 11 per cent. on and after April 16, announces Chairman Elbert H. Gary. This marks the first important addition to the Steel Company pay-rolls since September 1, 1922, when wages were advanced from 30 cents to 36 cents an hour, for a total percentage gain of 20 per cent.

The Supreme Court of the United States declares unconstitutional the minimum wage law of the District of Columbia insofar as it applies to women, and thus opens the way for court actions to invalidate the minimum wage law of fourteen States.

April 10.—The American Government bans Madame Kalinin, wife of the President of the Soviet Government of Russia, from entering this country, as a protest against the execution of Vicar-General Butchkavitch by the Moscow authorities.

Stuyvesant Fish, financial leader and head of one of New York's historic families, dies suddenly. He was 72 years old.

Who Raises Checks?

Penman Gets 10 Years

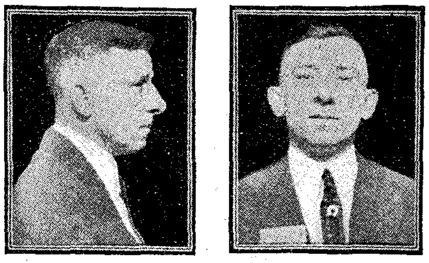
F. J. Colladay, 40, in an attempt to pass a check raised from $48.59 to $26,148.59, in Cleveland, on January 2nd, was arrested and convicted to Ohio State Prison, Columbus.

Colladay, whose right name is Fred Wm. Unger, is believed by the authorities to be a member of "a gigantic ring of check operators." He refused to betray his pals and took his medicine. His confederates are still at large.

On December 21st Colladay sold a Liberty Bond to a well-known Detroit brokerage firm. He received a check for $48.59, drawn on an ordinary unsafe bank check and written with a patent check protector machine. Using the same type of check writer, Colladay cleverly altered the amount. He is then alleged to have forged the certification of The People's State Bank, Detroit.

On January 2nd he attempted to cash the check at the Cleveland Trust Company, but was arrested by Bank Detective John Shibley. As Convict No. 47752 he is now doing 10 to 20 years in Ohio State Penitentiary.

This is but one of the many such cases each year. Super-Safety Insured Bank Checks provide the only positive protection against check alteration.



Name Fred W. Unger alias F. J. Colladay

Remarks Checkraising. 10-20 years

Reg. # 51607; Ohio Pen # 47752

Courtesy the Warden, Ohio State Penitentiary.

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Are *you* one of the people who thinks that, just because your checks have never been tampered with yet, you are immune from check raisers? Every time you sign an ordinary unsafe bank check you invite alteration. Over $50,000,000 was lost in 1922 in check frauds alone.

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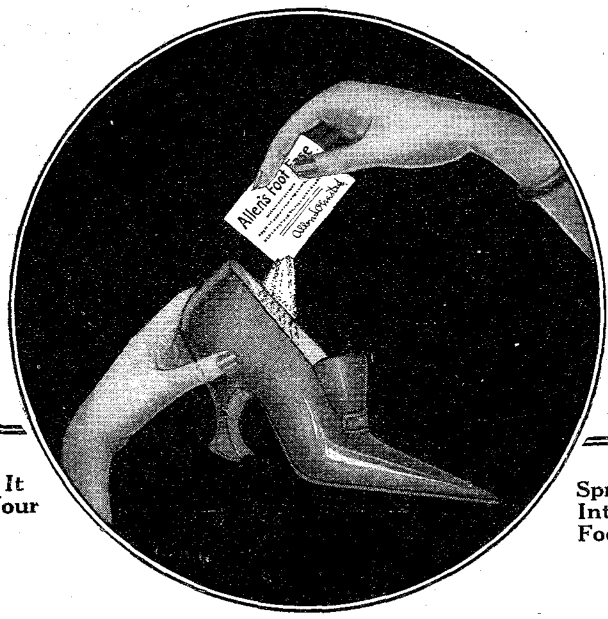

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Sprinkle It
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Foot-Bath

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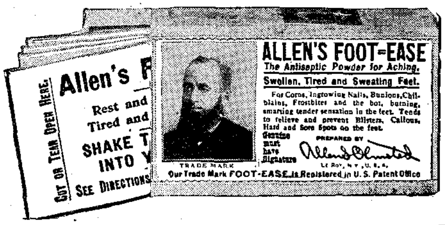
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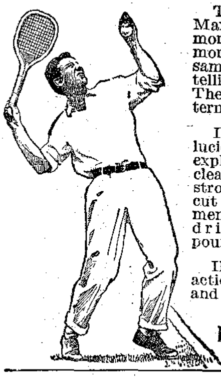

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"F. E. H.," Philadelphia, Pa.—"Please write and settle the following question for me:—(1) I maintain that I did not *loan* but *lent* my friend a book. (2) That the word *loan* is not a verb but a noun. (3) That *lend, lending, lent,* are still in good use, and that the term *lent* is a past participle of the word *lend;* I have not been able to find in any book, which discusses these two terms, anything which would encourage the use of *loaned* for *lent,* though the latter has been in use in America for a number of years. The argument came about when I wrote a letter and thanked my friend for the money he had *lent* me. My opponents maintained that I should have said, 'I thank you for the money you *loaned* me.'"

Loan as a verb is extensively used in the United States, and there is some authority for such usage since it has so appeared from time to time in literature over the past four or five hundred years. Such usage, however, is frowned upon by grammarians who insist that *loan* is a noun only.

Dictionaries, which must be simply recorders of the language as it is used, recognize *loan* as a verb meaning "to lend money, especially on interest," and Dr. Vizetelly in his "Desk-Book of Errors in English" says: "*Loan, lend:* One may raise (put an end to) a *loan* by paying both principal and interest, and another may *lend* money to do so. The use of *loan* as a verb, meaning, 'to grant the loan of or lend, as ships, money, linen, provisions, etc.,' dates from the year 1200 and is accepted as good English. Some purists, however, characterize it colloquial." To some ears *lend* may be preferable, but *loan* is not incorrect, and has the support of Acts 34 and 35 of Henry VIII (1542), Langley (1644), Fessenden (1729), Calhoun (1834), Brownson (1847), Bonamy-Price (1880), the North American Review, February, 1901, etc.

"A. M. Y.," Arlington, Mass.—"(1) Is there any authority for spelling the furniture known as *Heppelwhite,* after the design of A. Heppelwhite & C., *Hepplewhite?* The dictionaries give *Heppelwhite,* but lately I have seen it spelled *Hepplewhite,* so suppose there must be some authority, but have been unable to find it. (2) Is it correct to use the word *kindergartner* for the *children* attending a kindergarten?"

(1) Both forms are in use, the American preference being *Heppelwhite.* The name, which in British books is spelled *Hepplewhite* (see Cescinsky's "English Furniture," 3 vols.), is said to be a corruption of *Hebblethwaite,* from *hebble,* a plank-bridge, and *thwaite,* a clearing of wild or waste land. (See Harrison's "Surnames of the United Kingdom," vol. i, page 200). It probably owes its origin to *heppel,* a provincial name of the brier or dogrose, found in Northumbrian place-names. If so, its meaning would be "land-cleared of the brier or dogrose." (2) It is not correct, for *kindergartner* refers only to the teacher of a kindergarten.

"J. W. H.," St. Louis, Mo.—"At the dinner table the other day I was criticized by a friend for asking for 'those preserves.' There were two kinds. I understand from its being plural that it is all right to say '*these* preserves,' or '*those* preserves.' Please give me your idea along that line."

The word *preserve* is correctly used as a singular or as a plural. The plural use, indicating "a confectionery preparation of fruit," dates from Captain John Smith's time. In his "England's Improvement Revived by Husbandry," the following sentence occurs, "The sirups, conserves, and *preserves* of the said berries are of great use in a family." This bears the date 1670. J. C. Harris in his "Free Joe," dated 1888, wrote: "Ginger *preserves* and fruit cake were not good for sick people."

"B. A. P.," Lamont, Ill.—*Trespass* is pronounced *tres'pas*—*e* as in *get, a* as in *final, s* as in *so.* The word *finance* (verb and noun) is pronounced *fi-nans'* or *fai-nans'.* In the first pronunciation the "i" is pronounced as *i* in *habit;* in the second the "ai" is given the sound it has in *aisle.*

"A. F. B.," London, England.—The *American Congressional Medal of Honor* and the *British Victoria Cross* both are for conspicuous bravery. Each is supreme in its own country—there is no question of comparison.

THE SPICE OF LIFE

Hospitality.—A cannibal's motto for strangers: "First come; first served."—*The Medical Quip.*

Fashion Note.—Skirts are worn longer, and the new wool schedule will cause pants to be worn longer also.—*Birmingham News.*

The Problem.—RUB—"I have nothing to do to-day."

DUB—"How will you know when you're through?"—*American Legion Weekly.*

The Nourishing Sort.—

DRINK OUR WATER
A Pure Water for the Home
Pure Wholesome Nutritious

—*From a display ad in the Daily American Press (Lake Charles, La.).*

Identified.—WE—"Who is that fellow with the long hair?"

SHE—"He's a fellow from Yale."

WE—"Oh, I've often heard of those Yale locks."—*College of the Pacific Weekly.*

Helping Dad.—MOTHER (to small boy)—"William, did you put father's new book in the bath this morning?"

SMALL BOY—"Yes, mother, I did. I heard father say last night that it was too dry for him."—*Punch (London).*

Merely Previous.—"Sorry to hear of the gas explosion at your place, Jones. Got blown out of the house into the garden, I hear."

"Yes, but we were starting spring-cleaning the next day in any case!"—*The Passing Show (London).*

Rebuked.—OLD LADY (to druggist)—"I want a box of canine pills."

DRUGGIST—"What's the matter with the dog?"

OLD LADY (indignantly)—"I want you to know, sir, that my husband is a gentleman."

The druggist put up some quinine pills in profound silence.—*Congregationalist.*

Oh, yes.—STUDENT—"There is an animal called sham-le-on (chameleon) which has a tongue as long as its body."

TEACHER (aside)—"I never heard of that animal." (To the class)—"Is there an animal like that?"

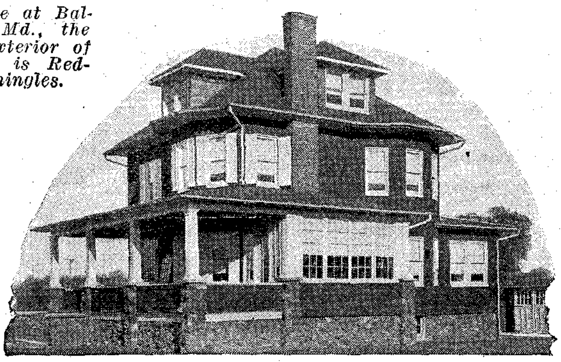
STUDENT—"Sure. I found it in THE LITERARY DIGEST."

This is the first time we ever heard that THE LITERARY DIGEST carried a menagerie.—*The Eureka (Ill.) High School Nautilus.*

Three Cheers!—Wonder what State and town in the West are entitled to the distinction of having a Mayor who recently committed a side-splitting blunder in conversation with General Pershing? The General says he can give particulars, but gallantly won't!

Pershing was about to deliver a preparedness speech in a certain thriving community somewhere beyond the Mississippi. Just before his time to speak, the Mayor, his host, wanting to make interesting conversation, hurled a number of bouquets in the General's direction. "We're mighty proud of you out here, General," he said. "Personally, I think the finest thing you did in France was that speech the day you arrived in Paris, when you said: '*LaFollette, we are here!*'"—*The Farm Journal.*

Residence at Baltimore, Md., the entire exterior of which is Redwood Shingles.



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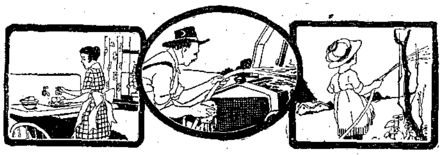

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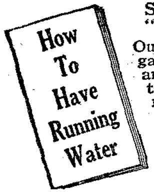

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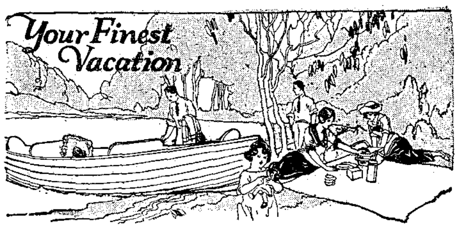

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Continued

Undoubtedly.—PROF.—"Who was the greatest inventor?"

STUDE—"An Irishman named Pat. Pending."—*Bison.*

Or Under 'Em.—"Papa, what is a pedestrian?"

"An individual, my son, that is always found in front of automobiles."—*Le Rire (Paris).*

Much to Learn.—"Does your fiancée know much about automobiles?"

"Heavens, no; she asked me if I cooled my car by stripping the gears."—*Harvard Lampoon.*

Saving Trouble.—CALLER—"Is the editor in?"

OFFICE BOY—"No."

CALLER—"Well, throw this poem in the waste basket."—*Awgwan.*

His Secret Dread.—"Why do you jump at the sound of a motor-car?"

"Well, some time ago my chauffeur eloped with my wife, and every time I hear a horn I think he is bringing her back."—*The Passing Show (London).*

Fully Explained.—TRAVELER—"I often wondered why the English were such tea-hounds."

FRIEND—"Yes?"

TRAVELER—"Yeah, but I know now. I had some of their coffee."—*Awgwan.*

Will Power.—"I've just been reading about the power of the will. It's a wonderful thing."

"Indeed, yes. I know of a will that makes seven children and twenty-two grandchildren behave themselves."—*Dry Goods Economist (New York).*

Thoughtless of Him.—MCTAVISH—"How is your husband to-night, Mrs. McIntosh?"

MRS. MCINTOSH—"Oh, he be about well again, thank 'ee, Mr. McTavish."

MCTAVISH—"What! well again? after me walking five miles to inquire!"—*The Passing Show (London).*

HIS SECOND THOUGHT.

Notice.—I will not be responsible for any debts contracted by my wife from this date. E— H—.
3 12 3t*

Notice.—I am sorry I put ad in paper yesterday. I take it all back. E— H—.
3 13 2t*

—*Two classified ads from a Lead, S. D., paper.*

Jail Life in Missouri.—Federal prohibition agents raided the DeKalb County (Mo.) court house and jail here to-day, arrested Sheriff Frank Smith, found a gallon and a half of corn whisky, and took into their own custody the only "prisoner" in the jail, Clarence Leard, who was at liberty on the streets.

Informed by deputy sheriffs that the only prisoner was "up town" and had the keys in his possession, the prohibition agent started a search. He found Leard in the town square and took him back to the jail, where he was served with a federal warrant charging him with selling whisky in the pail and on the streets of Maysville.—*From a news item in The San Antonio (Texas) Light.*

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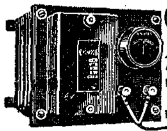

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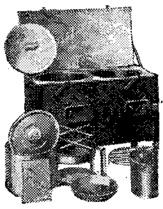

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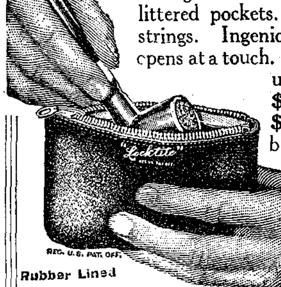

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